

# **Module LN7**

## **London North Eastern Route**

### **Sectional Appendix Module 7**

#### **Yorkshire (excluding Sheffield)**

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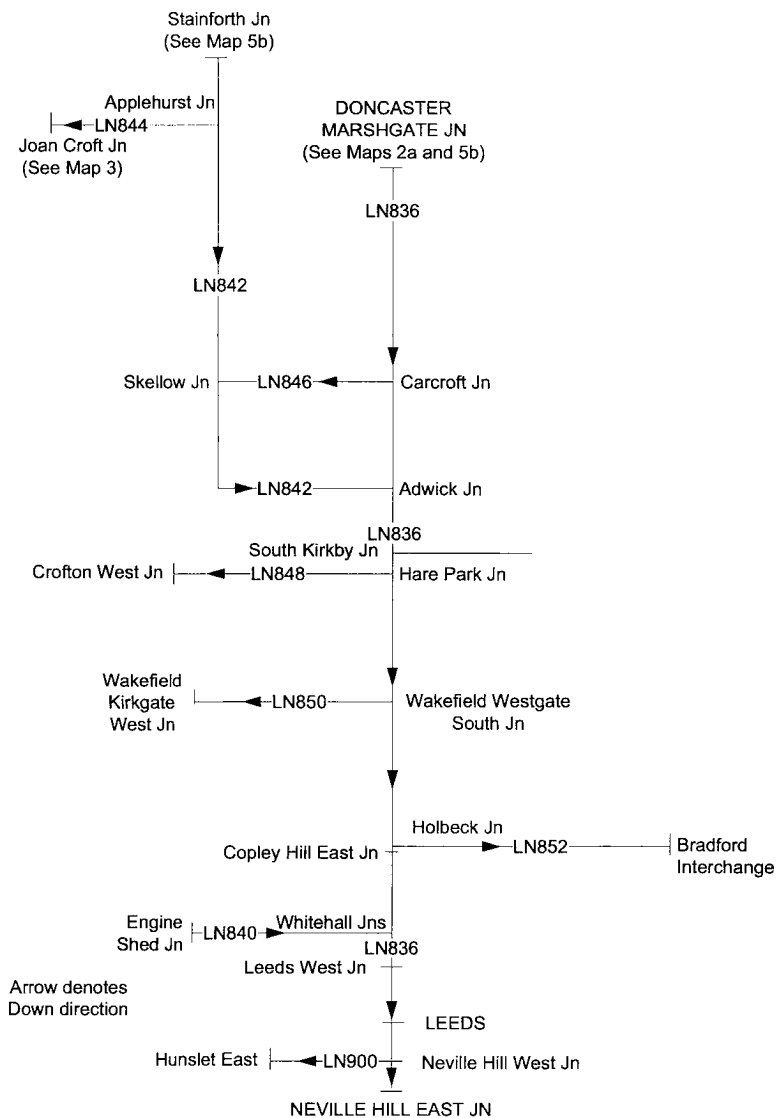
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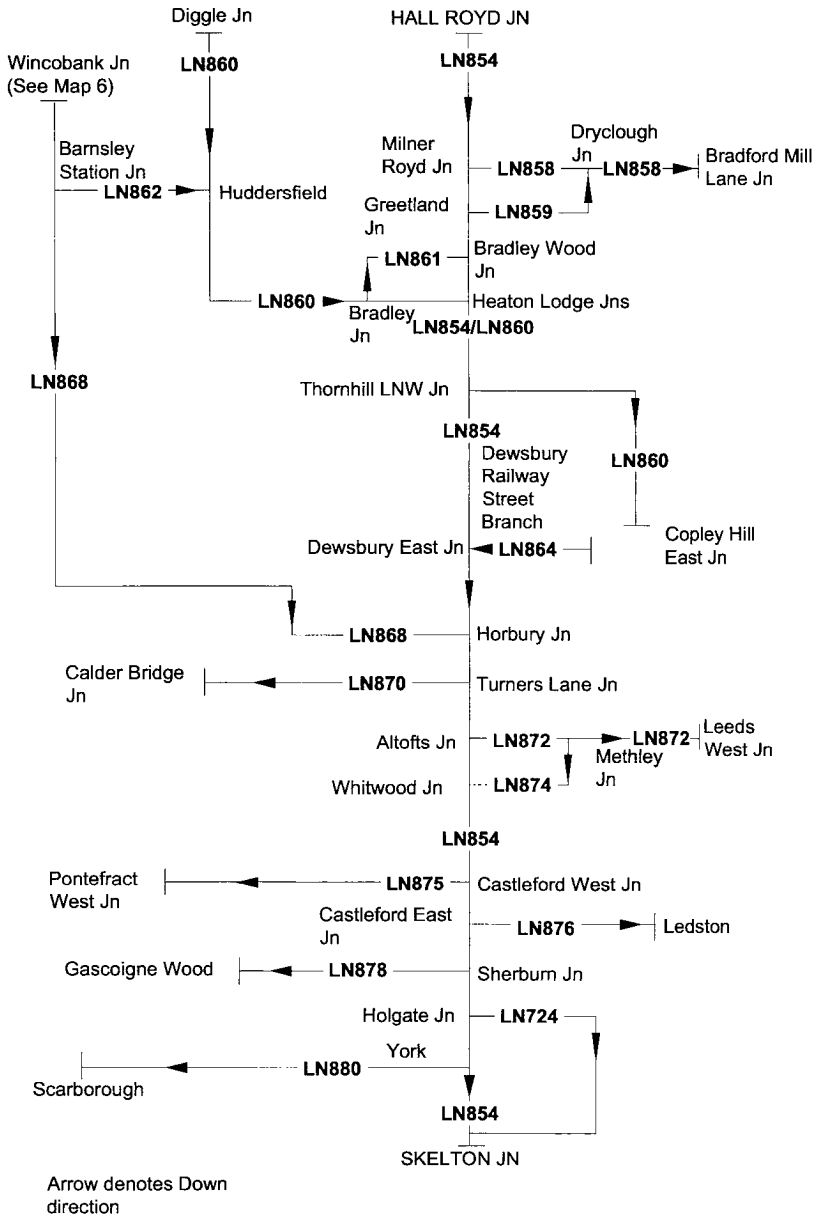
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## MAPS

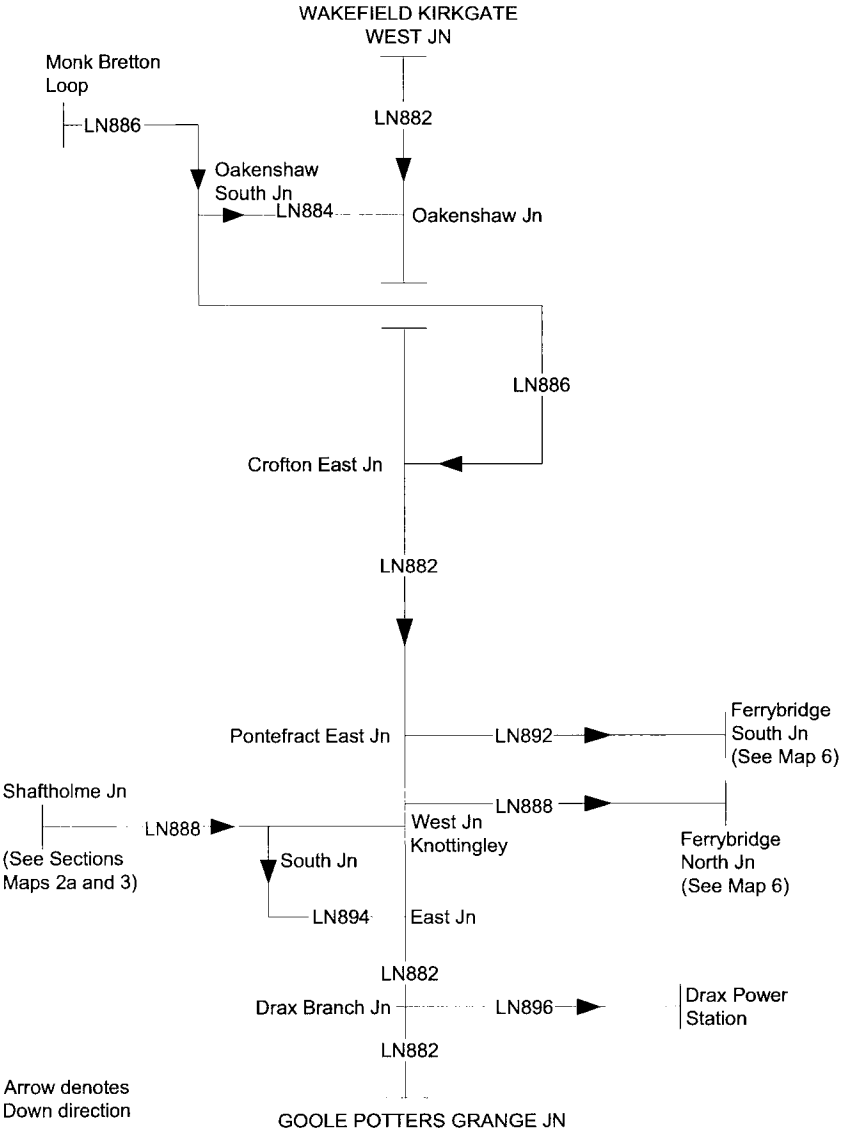
MAP 7a: DONCASTER, MARSHGATE JN TO NEVILLE HILL EAST JN VIA LEEDS AND BRANCHES



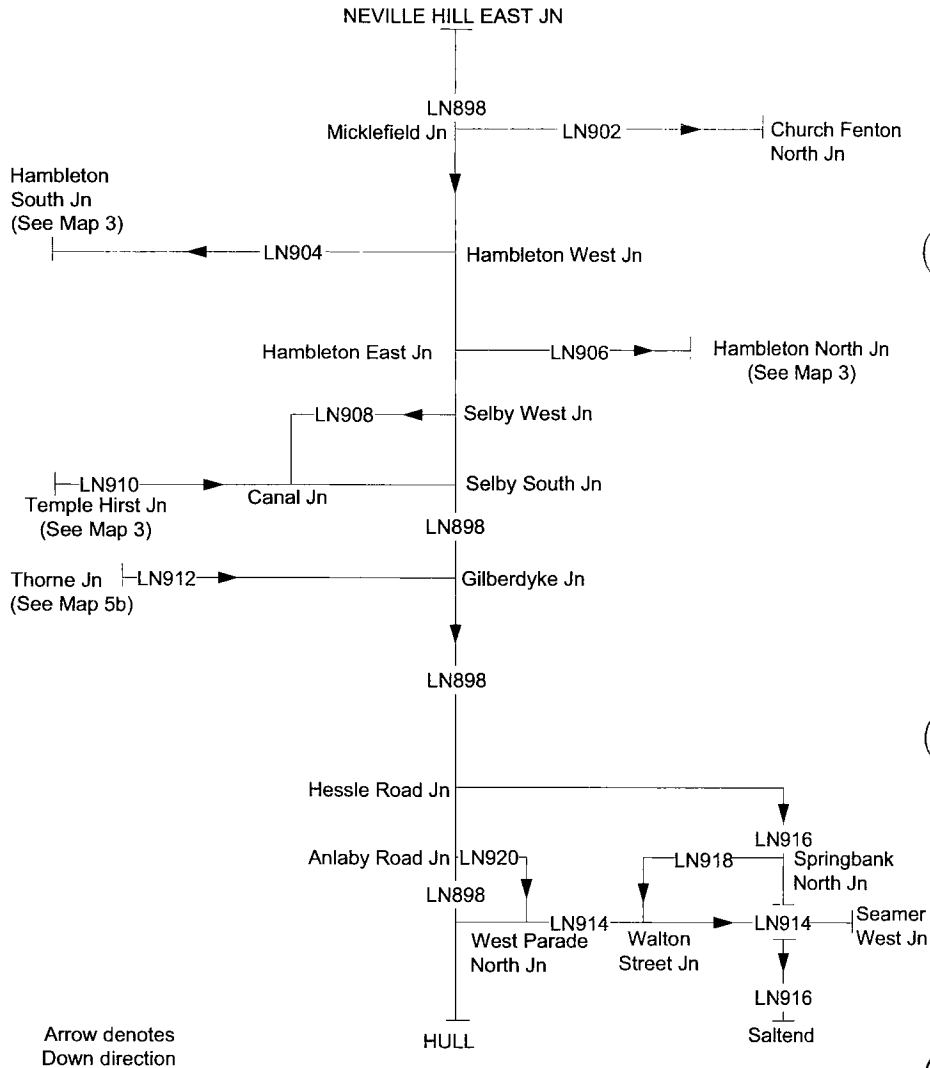
MAP 7b: HALL ROYD JN TO SKELTON JN AND BRANCHES



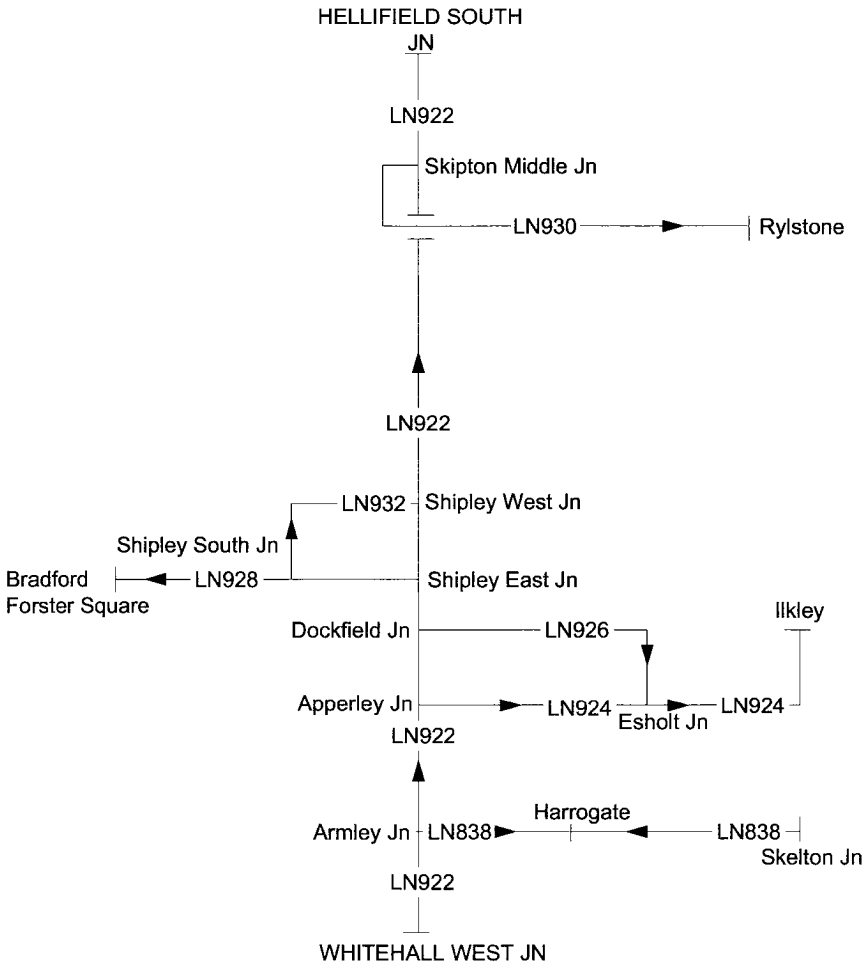
MAP 7c: WAKEFIELD KIRKGATE WEST JN TO GOOLE POTTERS GRANGE JN



MAP 7d: NEVILLE HILL EAST JN TO HULL AND BRANCHES



MAP 7e: WHITEHALL WEST JN TO HELLIFIELD SOUTH JN AND BRANCHES



Arrow denotes  
Down direction

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## **EXCEPTIONALLY POOR RAIL ADHESION**

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**LN880 (YORK TO SCARBOROUGH)**

Location	Line(s) Affected	Mileage (Between)
Bootham LC to York station & Y236 signal	Up	1m 52ch to 0m 00ch

**Dated: 02/12/06**

**LN898 (NEVILLE HILL EAST JN TO HULL)**

Location	Line(s) Affected	Mileage (Between)
Approaching GW1823 Signal, South Milford Station & GW1825 signal	Down	8m 40ch to 7m 57ch

**Dated: 02/12/06**

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London North Eastern Route Sectional Appendix Module LN

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN724	001	Holgate Jn to Skelton Jn	HOS	London North Eastern	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Holgate Jn	0 00		<div>TCB RAB</div> <div>York SB (Y) AC:York ECR</div> <div>NRN 068</div>		
York Yard South	0 21		① - To/From Up Yard		
York Yard North	0 79		② - To/From Down Departures		
	1 03 1 13 *				
	1 35 *				
Skelton Jn	1 54 *		(NOTE:- Table duplicated in LN618 seq 1)		

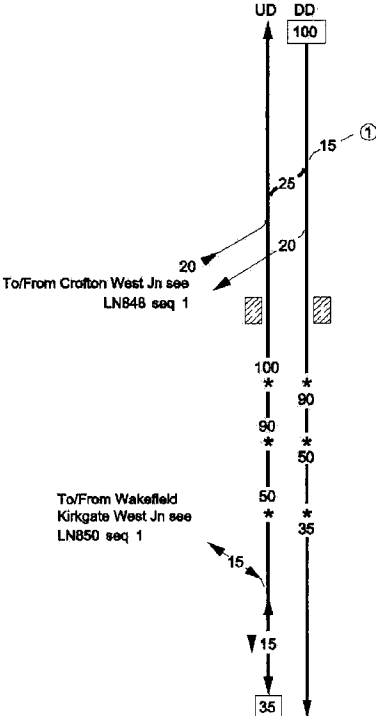
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN836	001	Doncaster, Marshgate Jn to Neville Hill East Jn	ECM1 DOL1	London North Eastern	02/12/06
Location			Running lines & speed restrictions		Signalling & Remarks
					<div>NRN 031</div> <div>TCB RA9</div> <div>Doncaster SB (D) AC:York ECR</div> <div>DL/UES = Down Loco/Up East Slow D/UWS1 = Down/Up West Slow No1 D/UWS2 = Down/Up West Slow No2</div> <div>① To/From Sidings (DS) = Down Sheffield (US) = Up Sheffield</div> <div>PP. is authorised over Platform lines No 1 (Up direction only) Nos 3,4 and 8 for Class 1,2,5 and 0 trains.</div> <div>DPL = Down Platform Loop UPL = Up Platform Loop G1 = 2 Way Goods No1 G2 = 2 Way Goods No2</div> <div>Cut out signs not provided for all 25 speeds Bridge Jn to Marshgate Jn</div> <div>TS = Thorne Slow DLS = Down Leeds Slow DLG = Down Leeds Goods</div> <div>(NOTE:- Table duplicated in LN101 seq 29)</div>
South Yorkshire Jn (DS)	155 55 *				
South Yorkshire Jn (US)	155 56				
	155 59				
Doncaster SB (D)	155 85				
<b>DONCASTER</b>	155 77				
Doncaster West Yard	156 06 *				
	156 07 *				
Doncaster North Jn	156 09				
	156 20 *				
Marshgate Jn	156 28				
Doncaster F. S. OHNS	156 50				

London North Eastern Route Sectional Appendix Module LN,

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
LN836	002	Doncaster, Marshgate Jn to Neville Hill East Jn		DOL1	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Dock Hills LC (CCTV)		156 63 156 72 *			<div> <div>TCB RA9</div> <div>Doncaster SB (D) AC: York ECR</div> <div>NRN 031</div> </div>	
<b>BENTLEY</b>		157 47			DL=Down Leeds UL=Up Leeds	
Bentley LC (CCTV)		157 52			Hot Axle Box Detector on the Up Main Line at 158 60	
Atkissons LC (UWC)		159 10				
<b>ADWICK</b>		159 72				
Carcroft Jn		160 08				
Adwick Jn		160 65				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN836	003	Doncaster, Marshgate Jn to Neville Hill East Jn	DOL1	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
South Elmsall LC (UWC)		164 01		<div> <div>TCB RA9</div> <div>York SB AC: York ECR</div> <div>NRN 031</div> </div> <p>Controlled by York Signal box (signals prefixed L) from L873 signal at 161 28 Down/to L662 signal at 163 34 Up</p> <p>DD=Down Doncaster UD=Up Doncaster</p> <p>DPL = 845m / 2772 feet</p> <p>UPL = 670m / 2198 feet</p>	
OHNS <b>SOUTH ELSALL</b>		164 48			
South Kirkby (TCS)		165 35			
South Kirkby Jn		165 74			
		166 00			
		167 31			
		168 09			
Hemsworth		168 11			
		168 61			
<b>FITZWILLIAM</b>		169 15			

London North Eastern Route Sectional Appendix Module LN.

LOR	Seq.	Line of Route Description	ELR		Route	Last Updated		
LN836	004	Doncaster, Marshgate Jn. to Neville Hill East Jn.	DOL1	DOL2	London North Eastern	02/12/06		
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks			
Winterset		171 07			TCB RA9		York SB AC: York ECR	NRN 031
Hare Park Jn		171 70			① To/From Winterset Sidings			
SANDAL AND ADBRIGG		174 05			DD=Down Doncaster UD=Up Doncaster			
		174 28 *						
		174 58 *						
		175 34 *						
Wakefield Westgate South Jn		175 38						

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN836	005	Doncaster, Marshgate Jn. to Neville Hill East Jn.	DOL2	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
<b>WAKEFIELD WESTGATE</b>		175 60 *		<p>TCB RA9</p> <p>York SB AC: York ECR</p> <p>NRN 031</p> <p>DPL = 288m / 945 feet PP is authorised on the Down Platform Loop and Up Platform line. DD=Down Doncaster UD=Up Doncaster</p> <p>① To/From Wrenthorpe Sidings</p>	
		175 62 *			
		175 85			
		175 76 *			
		176 02 *			
Baine Lane		176 12		<p>TCB RA9</p> <p>York SB AC: York ECR</p> <p>NRN 031</p> <p>DPL = 288m / 945 feet PP is authorised on the Down Platform Loop and Up Platform line. DD=Down Doncaster UD=Up Doncaster</p> <p>① To/From Wrenthorpe Sidings</p>	
		177 03 *			
<b>OUTWOOD</b>		178 28		<p>TCB RA9</p> <p>York SB AC: York ECR</p> <p>NRN 031</p> <p>DPL = 288m / 945 feet PP is authorised on the Down Platform Loop and Up Platform line. DD=Down Doncaster UD=Up Doncaster</p> <p>① To/From Wrenthorpe Sidings</p>	
		180 43 *			
		180 61			
		to			
		180 75			
Ardsley Tunnel (272m / 297 yards)				<p>TCB RA9</p> <p>York SB AC: York ECR</p> <p>NRN 031</p> <p>DPL = 288m / 945 feet PP is authorised on the Down Platform Loop and Up Platform line. DD=Down Doncaster UD=Up Doncaster</p> <p>① To/From Wrenthorpe Sidings</p>	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN836	006	Doncaster, Marshgate Jn to Neville Hill East Jn.	DOL2	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
				<div>NRN </div> <div>TCB RA9</div> <div>York SB AC: York ECR</div> <div>DD=Down Doncaster UD=Up Doncaster</div> <div>D/UHC=Down/Up Copley Hill Chord</div> <div>DHU=Down Huddersfield UHU=Up Huddersfield</div>	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN836	007	Doncaster, Marshgate Jn to Neville Hill East Jn.	DOL2	London North Eastern	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Whitehall West Jn	185 21 * 185 24 * 185 25 185 26	<p>To/From Armley Jn see LN922 seq 1</p> <p>To/From Engine Shed Jn. see LN840 seq 1</p> <p>To/From Altofts Jn see LN872 seq 2</p>	<p>TCB RA8</p> <p>YORK SB AC: YORK ECR</p> <p>NRN 031</p> <p>DD= Down Doncaster UD= Up Doncaster DHU= Down Huddersfield UHU= Up Huddersfield</p> <p>DSM= Down Shipley Main USM= Up Shipley Main DHA= Down Harrogate UHA= Up Harrogate</p> <p>RA8</p> <p>A= A Line B= B Line C= C Line D= D Line E= E Line F= F Line</p>		
Whitehall East Jn	185 28 185 29				
	185 37 * 185 38 * 185 41 *				
Leeds West Jn	185 45 185 46				

London North Eastern Route Sectional Appendix Module LN.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN836	008	Doncaster, Marshgate Jn. to Neville Hill East Jn.	DOL2 HUL4	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
<b>LEEDS</b>					<p>TCB RA8</p> <p>York SB AC: York ECR</p> <p>NRN 031</p> <p>A =A Line B =B Line C =C Line D =D Line E =E Line</p> <p>PP is authorised in Platforms 8, 9, 11, 12, 15 and 16</p> <p>TL=Through Line</p>
	185 64 *				
	185 65 *				
	185 66 *				
	185 68 *				
	185 70 *				
	20 50				
	20 48 *				
	20 47 *				
	20 45 *				
<b>Leeds East Jn.</b>	20 42 *				
	20 39 *				
	20 36 *				
	20 26				

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN838	001	Leeds Armley Jn. to York Skelton Jn. via Harrogate	LEH1	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Armley Jn		0 12	<p>To Whitehall West Jn (via Up Harrogate) see LN822 seq 1</p> <p>UH</p> <p>40</p> <p>DH</p> <p>50</p> <p>45</p> <p>30</p> <p>45</p> <p>80</p> <p>From Whitehall West Jn (via Down Harrogate) see LN822 seq 1</p>		<p>TCB</p> <p>RAB</p> <p>York SB (L)</p> <p>NRN 031</p>
		0 20 *			
		0 40 *			
		0 44 *			
<b>BURLEY PARK</b>		1 27			
Headingley Tunnel (64m / 70 yards)		1 72 to			
		1 75			
<b>HEADINGLEY</b>		2 11			
		2 27 *			
<b>HORSFORTH</b>		4 61			
		4 65 *			
Horsforth SB (H)		7 40			
		4 75 *			
Bramhope Tunnel (3439m / 2m 241 yards)		5 65 to			
		7 76			
Wescophill Tunnel (91m / 100 yards)		10 14 to			
		10 18			
<b>WEETON</b>		10 62			
Low Moor Farm LC (UWC)		11 68			
Rigton SB (RN)		12 15			
Rigton LC (MCB)		12 16			
			<p>15 To Goods Yard</p> <p>15</p> <p>60</p>		<p>AB</p> <p>Horsforth SB</p> <p>C Down at 3 53 (Secured out of use)</p> <p>Class 4, 6 and 7 trains are restricted to a maximum speed of 40mph on the Up line between the South portal of Bramhope Tunnel (5 65) and Horsforth Station (4 61) (No inside signs are provided for this speed restriction.)</p> <p>NRN Channel Change at Down 8 00 Up 5 60</p> <p>NRN 069</p> <p>① Unworked trailing crossover secured out of use. For Engineers use only.</p> <p>Rigton SB</p>

LOR	Seq.	Line of Route Description	ELR				Route	Last Updated		
LN838	002	Leeds Armley Jn. to York Skelton Jn. via Harrogate	LEH1	LEH2	LEH3	HAY2	London North Eastern	02/12/06		
Location		Mileage M Ch	Running lines & speed restrictions				Signalling & Remarks			
New York Farm LC (UWC)		12 55	<p>UP DN</p> <p>60 60</p> <p>20 20</p> <p>80 80</p> <p>45 45</p> <p>60 60</p> <p>45 45</p> <p>60 60</p> <p>15 15</p> <p>20 20</p> <p>20 20</p> <p>15 15</p> <p>15 15</p> <p>15 15</p> <p>20 20</p> <p>60 60</p>				AB RAB		Rigton SB (R)	NRN 069
PANNAL		14 03								
		15 09 *								
		15 28 *								
HORNBEAM PARK		16 25 *								
		16 26								
		16 29 *								
		16 41 *								
		17 16 *								
HARROGATE		17 24								
Harrogate SB (H)		20 38								
		20 38								
		20 21 *								
PF is authorised on the Through Line in Harrogate Station for stabling purposes only PP is authorised on the Down and Up Main lines in Harrogate Station. The line direction from Harrogate to Skelton Jn is UP										
Harrogate SB (H)										
TL = Through Line ① = Secured out of use AWS not provided at Harrogate Up direction Signals H24 (Platform 3), H25 (Through Line) and H26 (Platform 1)										

London North Eastern Route Sectional Appendix Module LN7

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN838	003	Leeds Armley Jn. York Skelton Jn. via Harrogate	HAY2 HAY1	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
<b>STARBECK</b>  Starbeck LC (MCB) Starbeck SB (S)		18 27			AB RAB Harrogate SB (H) <div>NRN 068</div>
		18 24			<div>Starbeck SB (S)</div>
		18 24			
		18 23 *			
		18 13 *			
		17 69			
		17 50 *			
		17 39 *			
		16 74 *			
		16 59 *			
Belmont LC (MCB)					

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN838	004	Leeds Armley Jn. to York Skelton Jn. via Harrogate	HAY1	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Knaresborough SB (K)		16 54			<div>AB RAB Starbeck SB (S) </div>
Knaresborough LC (MCG)		16 54			ET Knaresborough SB (K)
<b>KNARESBOROUGH</b>		16 54			
Knaresborough Tunnel		16 48			
(163m / 178 yards)		16 40 *			
		16 27 *			<div>AB Cattal SB (C)</div> <div>Other crossings in this area T = Rothmall Lane UWC at 9 02</div> <div>ET Hammerton SB (H)</div>
		16 24 *			
Oakwood Farm LC R/G		14 47			
Flaxby Grange LC (UWC)		12 68			
Hopperton Old Station LC (UWC)		12 16			
Hopperton Grange LC (UWC)		11 70			
Whixley LC (MCG)		11 08			
		10 23 *			<div>ET Hammerton SB (H)</div>
Cattal LC (MCG)		10 20			
Cattal SB		10 20			
<b>CATTAL</b>		10 20			
		10 16 *			
Hammerton Road LC (MCG)		9 17			<div>ET Hammerton SB (H)</div>
Hammerton LC (MCG)		8 61			
Hammerton SB		8 61			
<b>HAMMERTON</b>		8 61			
		8 56 *			<div>ET Hammerton SB (H)</div>
		8 53 *			
Wilstrop LC (MCG)		7 45			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN838	005	Leeds Armley Jn. to York Skelton Jn. via Harrogate	HAY1	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
Marston Moor LC		6 05		<div>ET RAB Hammerton SB (H)</div> <div>NRN 069</div> <div>① = Secured out of use</div>	
Hessay WD G/F		5 43			
Hessay LC		5 11			
		5 10 *			
		4 53 *			
Cat Lane LC (UWC)		4 28			
		3 47 *			
		2 78 *			
Poppleton SB		2 74			
Poppleton LC		2 74			
<b>POPPLETON</b>		2 72			
		2 69 *			
		2 35 *			
			<div>ET RAB Poppleton SB (P)</div>		

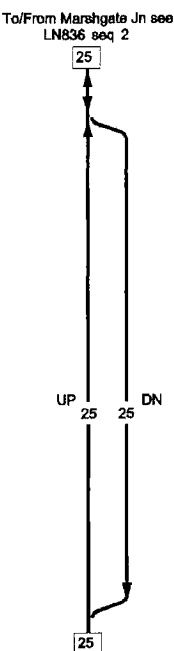
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[illegible]

LOR	Seq.	Line of Route Description	ELR		Route	Last Updated
LN842	001	Stainforth Jn. to Adwick Jn.	CJS	SKA	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Stainforth Jn		166 70			<div>TCB RAB</div> <div>Doncaster SB (D)</div> <div>NRN 031</div>	
Stainforth Road LC (AHBC)		166 66 *				
Bramwith Road LC (AHBC)		165 42				
Thorpe Road LC (AHBC)		164 72				
		164 48				
		164 10 *				
		163 46 *				
Applehurst Jn		163 27				
Booths No.1 LC (UWC)		163 20 *				
Booths No.3 LC (UWC)		162 46 *				
		162 40 *				
		162 32				
Skellow Jn		160 59				
		0 61				
		0 22				
Adwick Jn		0 00				

London North Eastern Route Sectional Appendix Module LN

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
LN844	001	Applehurst Loop		JCA	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Applehurst Jn		0 49	<p>To/From Stainforth Jn see LN842 seq 1</p> <p>25</p>		<p>TCB RA9</p> <p>Doncaster SB (D)</p> <p>NRN 031</p> <p>TPWS not provided</p>	
		0 44	<p>25</p>		<p>CW Down at 0 44 (555 yards before reaching signal D851).</p>	
South Farm No.2 LC (UWC)		0 35	<p>T</p> <p>UP DN</p>			
South Farm No.1 LC (UWC)		0 15	<p>T</p>			
Joan Croft Jn		0 00	<p>25</p> <p>To/From Hambleton South Jn see LN600 seq 1</p>		<p>CW Up at 0 03 (584 yards before reaching signal D732).</p>	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN846	001	Carcroft Jn to Skellow Jn	CJS	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Carcroft Jn		160 08 160 14	<p>To/From Marshgate Jn see LN836 seq 2</p>  <p>UP 25 25 DN</p> <p>To/From Stainforth Jn see LN842 seq 1</p>		<p>TCB RA9</p> <p>Doncaster SB (D)</p> <p>NRN 031</p>
Skellow Jn		160 57 160 59			

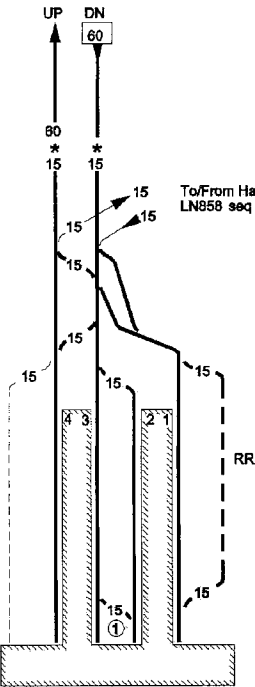
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN848	001	Hare Park Jn. to Crofton West Jn.	HPC	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Hare Park Jn		171 70 171 71 *	<p>To/From South Kirkby Jn see LN838 seq 4</p> <p>UP      DN</p> <p>20      20</p> <p>★      ★</p> <p>55      55</p> <p>55      25</p> <p>★      ★</p> <p>25      25</p> <p>To/From Calder Bridge Jn see LN882 seq 2</p>		<p>TCB RAB</p> <p>York SB</p> <p></p> <p>CW Up at 173 18 (890 yards before reaching signal O 302).</p> <p>Oakenshaw SB (O)</p>
Crofton West Jn		173 21 * 173 22			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN850	001	Wakefield Westgate South Jn. to Wakefield Kirkgate West Jn.	WWK	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Wakefield Westgate South Jn		0 00 0 01 *	<div>To/From Leeds see LN836 seq 4</div> <div>15</div> <div>↑</div> <div>*</div> <div>↓</div> <div>30</div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> 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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN852	001	Holbeck Jn. to Bradford Interchange	LBE1	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
Holbeck Jn		0 02	<p>To/From Whitehall West Jn see LN838 seq 6</p>	<p>TCB RAB</p> <p>York SB</p> <p>NRN 031</p> <p>DB = Down Bradford UB = Up Bradford</p>	
		0 08 *			
		0 55 *			
Wortley Jn		0 57			
		0 60 *			
		0 62 *			
Wortley Tunnel (73m / 80 yards)		0 68 *			
		1 02			
		1 06			
<b>BRAMLEY</b>		3 15			

LOR	Seq.	Line of Route Description	ELR				Route	Last Updated
LN852	002	Holbeck Jn. to Bradford Interchange	LBE1	LBE2	LBE3	LBE4	London North Eastern	02/12/08
Location		Mileage M Ch	Running lines & speed restrictions				Signalling & Remarks	
<b>NEW PUDSEY</b>		4 77					<div>TCB York SB</div> <div>RA8</div> <div>Controlled by York Signal box (signals prefixed L) to L1597 signal at 3 68 Down/ from L1592 signal at 4 74 Up</div>	
		5 17 *						
Stanningley Tunnel (416m / 455 yards)		5 22						
		5 43						
		5 45 *						
Duckett's LC (R/G)		5 68						
		6 49						
		190 24						
		190 43						
		190 75						
		190 77 *						
		191 05 *						
Hammerton Street		191 13						
		191 19 *						
		191 35 *						
Wakefield Road Tunnel (121m / 132 yards)		191 36						
		191 42						
							<div>Mill Lane Jn. SB (M)</div> <div>from M1595 signal at 4 34 Down/ to M1590 signal at 5 69 Up</div> <div>Hammerton Street Loop - 218m / 717 feet</div>	

London North Eastern Route Sectional Appendix Module LN7

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN852	003	Holbeck Jn. to Bradford Interchange	LBE4	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Mill Lane Jn		191 52 *	 <p>To/From Halifax see LN858 seq 2</p> <p>SS      RR</p> <p>① = Secured out of use</p>		<div>TCB RA8</div> <div>Mill Lane Jn. (M)</div> <div>NRN 031</div>
		191 78			
		40 03			
BRADFORD INTERCHANGE		40 27			

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London North Eastern Route Sectional Appendix Module LN.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated	
LN854	002	Hall Royd Jn. to Skelton Jn.	MVN2	London North Eastern	02/12/06	
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
<b>MYTHOLMROYD</b>  Sowerby Bridge Tunnel (600m / 657 yards)  <b>SOWERBY BRIDGE</b>  Milner Royd Jn   Milner Royd Jn SB (MR)     Greetland Jn SB (G)  Elland Tunnel (384m / 420 yards) to Elland SB (E)  <b>BRIGHOUSE</b>  Bradley Wood Jn		23 73 *	<p>UM DM</p> <p>60 60</p> <p>55 55</p> <p>60 60</p> <p>40 40</p> <p>20 20</p> <p>15 15</p> <p>20 20</p> <p>60 60</p> <p>UL&amp;Y DL&amp;Y</p> <p>To/From Halifax see LN858 seq 1</p> <p>To/From Drydough Jn see LN859 seq 1</p> <p>To/From Bradley Jn see LN861 seq 1</p>		<div>AB RA9</div> <div>Hebden Bridge SB (HB) </div> <div>(HBS signal at 24 43 Down/HB35 signal at 23 73 Up) to Milner Royd Jn.</div> <div>Milner Royd Jn. SB (MR)</div> <div>Greetland Jn. SB (G)</div> <div>(When Greetland is closed AB applies between Milner Royd Jn and Elland) At other times TCB applies ① = Skidings secured out of use</div> <div>TCB Elland SB (E)</div> <div>DL&amp;Y = Down Lancashire &amp; Yorkshire UL&amp;Y = Up Lancashire &amp; Yorkshire</div> <div>Healey Mills SB (HM)</div>	
		24 42 *				
		24 68				
		27 60				
		to				
		28 10				
		28 51				
		29 20 *				
		29 21				
		29 25 *				
		30 77				
		31 25				
		to				
		31 44				
		31 61				
		34 31				
		35 59				

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London North Eastern Route Sectional Appendix Module LN7

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN854	004	Hall Royd Jn to Skelton Jn.	MVN2	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Thornhill Jn Crossover		40 60			<div>TCB RAB</div> <div>Healey Mills SB (HM)</div> <div>NRN 031</div>
Dewsbury East Jn		41 43			① = Secured out of use
Healey Mills A Jn		42 00			
		42 30			RR = Run Round Line (Goods line)
		42 57			
Healey Mills SB (HM)		42 64			② To/From Healey Mills Yard
		42 70			
Healey Mills B Jn		43 31 *			
		43 35 *			
		43 40 *			
		43 60 *			
		43 63			③ To/From Marcroft Sidings
Horbury Station Jn		44 02			UGL = 392 m / 1286 feet

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN854	005	Hall Royd Jn. to Skelton Jn.	MVN2	London North Eastern	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Horbury Jn GF	45 00		TCB RA9	Healey Mills SB (HM)	NRN 31
Horbury Jn SB (HJ)	45 38 45 39		① Skidings		
	45 41 * 45 48 *		Horbury Jn SB (HJ)		
	46 20 *				
	47 10 *				
	47 38 *				
Wakefield Kirkgate West Jn	47 43 *		Wakefield Kirkgate SB (K)		
	47 52 *		TL = Through Line ② = UL&Y DGO = Down Gable		

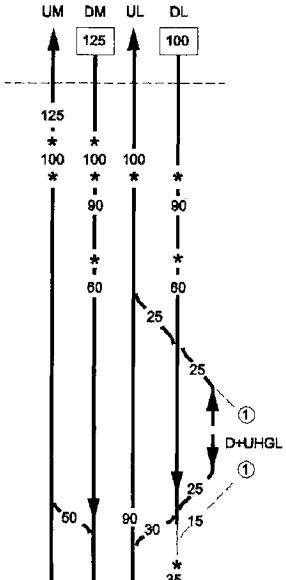
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated			
LN854	006	Hall Royd Jn. to Skelton Jn.	MVN2	London North Eastern	02/12/06			
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks			
WAKEFIELD KIRKGATE		47 62	<p>UL&amp;Y TL DL&amp;Y</p> <p>25 40 40 40</p> <p>25 3 2 1</p> <p>UGO DGO</p> <p>25</p> <p>To/From Calder Bridge Jn see LN682 seq 1</p> <p>40 40 40</p> <p>UGL 40 40 40</p> <p>40 60 DGL 40</p> <p>To/From Calder Bridge Jn see LN870 seq 1</p> <p>15 15 15</p> <p>60 1</p>		<table><tr><td>TCB RA9</td><td>Wakefield Kirkgate SB (K)</td><td>NRN 031</td></tr></table>	TCB RA9	Wakefield Kirkgate SB (K)	NRN 031
TCB RA9	Wakefield Kirkgate SB (K)	NRN 031						
Wakefield Kirkgate East		47 68			DGO = Down Goole UGO = Up Goole			
Wakefield Kirkgate SB (K)		47 76						
		47 78						
		48 05 *			UGL = 448 m / 1470 feet DGL = 448 m / 1470 feet			
Turners Lane Jn		48 33						
		49 63			① To Welbeck (Goose Hill) Discharge Bunker (Secured out of use)			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN854	007	Hall Royd Jn. to Skelton Jn.	TJC3 NOC	London North Eastern	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
	50 31		<div>TCB Wakefield Kirkgate SB (K)</div> <div>RAB</div> <div>NRN 031</div>		
Footpath LC (R/G)	184 50 184 63		<div>① To/From Welbeck (Goose Hill) Discharge Bunker (Secured out of use) Footpath LC crosses UP line only</div>		
<b>NORMANTON</b>	185 00 *				
	185 11				
Altofts Jn	185 30 *				
	185 73				
	186 00				
	23 57				
	23 14 *				
Whitwood Jn	22 04				
	21 69 *				
	21 58 *				
	21 30 *				
Castleford LC (MCB)	21 22				
Castleford SB (CD)	21 22				
	21 18 *				
	21 06 *				
	21 04 *				
Castleford West Jn	21 02				
<b>CASTLEFORD</b>	20 76				
	20 70 *				
			<div>② = Switch Diamonds</div> <div>DN=Down Normanton</div> <div>PP is authorised at the Down Normanton line Platform for use in unplanned situations with Class 1, 2 or 5 trains. Drivers will be advised by the Signaller when this is required at signal CD667 or signal CD1022</div> <div>UN=Up Normanton</div>		

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN854	008	Hall Royd Jn. to Skelton Jn.	NOC	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Castleford East Jn		20 39			<div>TCB RA2</div> <div>Castleford SB (CD)</div> <div>NRN 031</div> <p>DN = Down Normanton UN = Up Normanton</p>
Fairburn Tunnel (59m / 65 yards)		19 60 *			<div>Milford SB (M)</div> <p>DPL = 557m / 1827 feet UPL = 614m / 2016 feet</p> <p>Other crossings in this area T = Bramleys (Holme Farm) UWC at 13 52 T = Lodge Farm UWC at 12 38 T = Harrisons Farm UWC at 11 78</p>
		19 44 *			
		19 40 *			
		17 52			
		to			
		17 48			
		17 24 *			
Hillam Gates LC (CCTV)		15 57			
Milford Jn		15 10			
		15 07			
		15 06			
		15 00			
		14 74			
Milford SB (M)		14 71			
		14 64			
		14 21 *			
		14 18 *			
Sherburn Jn		13 20			
Sherburn in Elmet LC (CCTV)		12 69			
<b>SHERBURN IN ELMET</b>		12 69			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN854	009	Hall Royd Jn. to Skelton Jn.	NOC ECM4	London North Eastern	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Church End Farm LC (UWC)	11 20		<p>TCB RA9</p> <p>Signal prefixed CF between 11 55 (Down) and 8 23 (Up)</p> <p>Hot Axle Box Detector on the Up Normanton line at 11 08</p> <p>Class 220, 221 and 222 trains are restricted to 20mph on the Down Normanton line through Church Fenton Platform 2 (10 84 to 10 54). No lineside signs are provided for this speed restriction</p> <p>UN = Up Normanton DN = Down Normanton UL = Up Leeds DL = Down Leeds</p> <p>UPL = 288m / 945 feet, also available for Down trains (154m/504 feet)</p> <p>TOWS 11 42 to 10 30</p> <p>NRN Channel Change at 7 50</p> <p>AC: York ECR</p> <p>Class 373/2 must not exceed 110 mph on the Down Main line between Colton Jn 182 75 and York 186 20. (No lineside signs are provided for this speed restriction)</p> <p>UM = Up Main Line DM = Down Main Line</p> <p>Hot Axle Box Detector on the Down Main line and Down Leeds line at 184 04</p> <p>(NOTE - part of table duplicated in LN600 seq 2 and LN802 seq 1)</p>		
	11 08				
Church Fenton South Jn	10 77				
<b>CHURCH FENTON</b>	10 58 *				
	10 52 *				
	10 37				
Church Fenton North Jn	10 31 *				
	10 27				
<b>ULLESKELF</b>	8 70				
	7 31 *				
	6 40 *				
Colton South Jn	6 25	<p>To/From Micklefield Jn see LN902 seq 1</p> <p>To/From Doncaster see LN600 seq 2 and</p>	<p>NRN 031</p>		
	6 14				
Colton Jn	5 41 *				
	182 79				
	183 50				
Colton North Jn	183 66				
	183 77				
	184 04				
Earft Lane LC (R/G)	184 05				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN854	010	Hall Royd Jn. to Skelton Jn.	ECM4	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Copmanthorpe No. 2 LC (R/G)		185 19			<div>TCB RA9</div> <div>York SB (Y) AC: York ECR</div> <div>NRN 069</div> <div>UL = Up Leeds DL = Down Leeds</div> <div>Class 373/2 trains must not exceed 110 mph on the Up Main line between York 186 20 and Colton Jn 182 75. (No lineside signs are provided for this speed restriction)</div>
		186 20 *			
		186 43 *			
		187 25 *			
		187 43			<div>① To/From Holgate Reception Slidings</div> <div>D+ UHGL = Down and Up Holgate Goods Loop 505m / 1659 feet</div>
		187 78 *			
Holgate Jn		188 07 *	<div>To/From Skelton Jn via Slow Lines see LN818 seq 1 and LN724 seq 1</div>		
(NOTE - Table duplicated in LN600 seq 3)					

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London North Eastern Route Sectional Appendix Module LN7

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated						
LN854	012	Hall Royd Jn. to Skelton Jn.	ECM5	London North Eastern	02/12/06						
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks						
Skelton Jn	1 09 *				<table><tr><td>TCB</td><td>York SB (Y)</td><td>NRN</td></tr><tr><td>RA9</td><td>AC: York ECR</td><td></td></tr></table>	TCB	York SB (Y)	NRN	RA9	AC: York ECR	
	TCB	York SB (Y)				NRN					
	RA9	AC: York ECR									
	1 23 *										
	1 25 *										
1 50 *											
1 60 *											
OHNS	2 04										

(NOTE - table duplicated in LN600 seq 5)

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN858	001	Milner Royd Jn. to Bradford, Mill Lane Jn.	MRB	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
Milner Royd Jn		29 20	<p>To/From Hall Royd Jn see LN854 seq 2</p>	<p>TCB RAB Milner Royd Jn. NBN 031</p> <p>C Down at 29 25 (396 yards before reaching signal MR14). (Secured out of use)</p> <p>Halifax SB (H)</p> <p>Class 37 locomotives with roof mounted warning horns not to exceed 5mph when passing in Down direction through Bridge No.10 at 31 70. DRS 115m / 378 feet</p> <p>AB</p> <p>Signals M1563 Down and M1564 Up</p> <p>PP is authorised in the Down and Up platforms, in the Down direction only for use in unplanned situations with Class 1, 2 and 5 trains.</p>	
Milner Royd Jn SB (MR)		29 21			
		29 34 *			
		30 44 *			
Bank House Tunnel (196m / 214 yards)		30 57 to 30 67			
		30 76 *			
Dryclough Jn		31 36 to 31 67 *			
HALIFAX Halifax SB (H)		32 28 to 32 31 *			
Beacon Hill Tunnel (1010m / 1105 yards)		32 40 to 32 41 *			
		33 10			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN858	002	Milner Royd Jn. to Bradford, Mill Lane Jn.	MRB	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Hipperholme Tunnel (355m / 388 yards)		34 05 to 34 22 34 20 *			<div>AB RA8</div> <div>Halfax SB (H)</div> <div>NRN 031</div>
Lightcliffe Tunnel (64m / 70 yards)		34 46 *			
Wyke Tunnel (1248m / 1365 yards)		34 67 to 34 70			
New Furnace Tunnel (63m / 69 yards)		36 12 to 36 74			
		37 07 to 37 10			
Bowling Tunnel (1507 m / 1648 yards)		38 18 to 39 13			
Bowling Jn		39 20			
Mill Lane Jn SB (M)		39 79 *			
Mill Lane Jn		40 03			
			<div>TCB</div> <div>Mill Lane Jn SB (M)</div> <div>from 36 00</div>		
			<div>To/From Bradford Interchange LN852 seq 3</div>		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN859	001	Greetland Jn. to Dryclough Jn.	GRD	London North Eastern	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Greetland Jn SB (G)	1 11  1 08 * 1 06 *	<p>To/From Bradley Wood Jn see LN854 seq 2</p>	<div>TCB</div> <div>RAB</div> <div>Greetland Jn. SB (G)</div> <div>NRN</div> <div>031</div> <p>DB = Down Branch UB = Up Branch</p>		
Salterhebble Down and Up Tunnels (83m / 91 yards)	0 25 to 0 21				
	0 04 *				
Dryclough Jn	0 00	<p>To/From Halifax see LN858 seq 1</p>	<div>Halifax SB (H)</div>		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN860	001	Diggle Jn. to Copley Hill East Jn.	MVL3	London North Eastern	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Diggle Jn SB (DE)	14 59	<p>To/From Stalybridge see Network Rail North West Sectional Appendix</p> <p>LN7021 seq 1</p> <p>UM DM DPL</p> <p>65 40</p> <p>15</p> <p>85 60 80</p> <p>ROUTE BOUNDARY</p> <p>LN7021 seq 1</p> <p>LONDON NORTH WESTERN (NORTH)</p> <p>LONDON NORTH EASTERN</p> <p>85 85</p> <p>45 45</p> <p>15</p> <p>3 2 1</p> <p>UPL 30</p> <p>60 60</p> <p>15 15</p> <p>70 70</p> <p>85</p> <p>75</p> <p>70 60</p> <p>65</p> <p>① ②</p> <p>50</p>	<p>TCB Diggle Jn. SB (DE)</p> <p>RA9</p> <p>DPL = 320m / 1050 feet</p> <p>TOWS 16 68 to 20 02 Down Main</p> <p>T within the diaused centre bore of Standedge Tunnel at Tablets 60, 162, 237 and 270</p> <p>Huddersfield SB (HU)</p> <p>From 17 30</p> <p>NRN Channel Change at 15 11</p> <p>UPL = 698m / 2289 feet</p> <p>TOWS 20 43 to 17 59 Up Main (Inc. U.P.L.)</p> <p>TOWS from 24 44 Down Main</p> <p>TOWS to 24 17 Up Main</p> <p>① Gledholt South Tunnel</p> <p>② Gledholt North Tunnel</p>		
Network Rail LN(N) / LNE Boundary	15 00 *				
Standedge Tunnel (4888m / 3m 66 yards)	15 11				
	15 14				
	15 16 *				
	18 07 *				
	18 17				
	18 19 *				
	18 37 *				
MARSDEN	18 59				
	18 63 *				
	18 66				
	18 76 *				
	19 20 *				
SLAITHWAITE	21 19				
	24 28 *				
	24 48 *				
	24 62 *				
Gledholt North and South Tunnel (222m / 243 yards)	25 04 to 25 15				



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN860	002	Diggle Jn. to Copley Hill East Jn.	MVL3 MVL4	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Springwood Jn		25 20	<p>To/From Barnsley see LN862 seq 5</p> <p>① Huddersfield South Tunnel</p> <p>② Huddersfield North Tunnel</p> <p>30 mph Up Main line in Down direction between Springwood Jn and 25 48</p> <p>25 mph Up Branch (Platform 2) between 25 52 and 25 49</p> <p>TOWS 25 52 Up Main to Springwood Jn</p> <p>TOWS 25 51 Branch to Springwood Jn Up &amp; Down</p> <p>PP is authorised in both directions in No4 platform line, in the Down direction in No 8, platform and in the Up direction in No1 platform.</p> <p>DM (Platform 8) = 266 yards/243m</p> <p>DM (Platform 4, Down) = 238 yards / 217m</p> <p>DM (Platform 4, Up) = 224 yards / 205m</p> <p>UH = Up Huddersfield</p> <p>DH = Down Huddersfield</p> <p>TOWS to 25 74 Down Main (Inc. platforms 4 &amp; 8)</p> <p>TOWS from 26 02 Up Main</p> <p>To/From Bradley Wood Jn see LN861 seq 1</p> <p>To/From Milner Royd Jn see LN854 seq 3</p> <p>US</p> <p>UF</p> <p>60</p> <p>60</p> <p>75</p> <p>75</p>		
Huddersfield North Tunnel		25 20			
Huddersfield South Tunnel		25 20 to 25 51			
(636m / 696 yards)		25 49 *			
		25 52 *			
		25 56 *			
Huddersfield SB (HU)		25 60			
HUDDERSFIELD		25 60			
		25 64 *			
		25 71 *			
		26 03 *			
DEIGHTON		27 60			
Bradley Jn		28 39			
Heaton Lodge Jn		29 54 *			
(Up lines only)		29 61 *			
Heaton Lodge East Jn		29 72 *			
(Down lines only)					
MIRFIELD		30 54			
		30 61			

TCB	Huddersfield SB (HU)	
RAS		
① Huddersfield South Tunnel		
② Huddersfield North Tunnel		
30 mph Up Main line in Down direction between Springwood Jn and 25 48		
25 mph Up Branch (Platform 2) between 25 52 and 25 49		
TOWS 25 52 Up Main to Springwood Jn		
TOWS 25 51 Branch to Springwood Jn Up & Down		
PP is authorised in both directions in No4 platform line, in the Down direction in No 8, platform and in the Up direction in No1 platform.		
DM (Platform 8) = 266 yards/243m		
DM (Platform 4, Down) = 238 yards / 217m		
DM (Platform 4, Up) = 224 yards / 205m		
UH = Up Huddersfield		
DH = Down Huddersfield		
TOWS to 25 74 Down Main (Inc. platforms 4 & 8)		
TOWS from 26 02 Up Main		
Healey Mills SB (HM)		

(NOTE - part of table duplicated in LN854 seq 3)

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN860	003	Diggle Jn. to Copley Hill East Jn.	MVN2 MDL1	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
			<p>The diagram shows a vertical railway line with various signals and speed restrictions. At the top, there are signals for US (Up Stop), UF (Up Fly), and DF (Down Fly). The line continues with signals for UL&amp;Y (Up &amp; Down) and DL&amp;Y (Down &amp; Up). There are several speed restriction boxes: 60, 40, 60, 40, 40, 40, 60, 75, 55, 60, 65, 60, 75, 30, 50. The line ends at Copley Hill East Jn. with signals for UH (Up Huddersfield) and DH (Down Huddersfield). The diagram also shows a crossing with a level crossing sign and a signal box.</p>		<p>TCB Healey Mills SB (HM)</p> <p>RA8</p> <p>DPL = 160m / 525 feet</p> <p>Other crossings in this area T = Howley Park UWC at 36 04</p> <p>Batley SB (B)</p> <p>NRN 031</p> <p>DH =Down Huddersfield Controlled by York Signal box from 38 77 Down/ 40 70 Up (signals prefixed L except Down Huddersfield autos D39 and D40)</p> <p>UH =Up Huddersfield</p> <p>(NOTE - part of table duplicated in LN854 seq 3)</p>
		31 44			
Mirfield East Jn		31 50			
Thornhill LNW Jn		32 16			
<b>RAVENSTHORPE</b>		32 28			
<b>DEWSBURY</b>		33 62			
<b>BATLEY</b>		35 09			
Batley LC (MCG)		35 57			
Batley SB (B)		35 57			
Morley Tunnel (3080m / 1m 1609 yards)		36 25			
		38 19			
		38 22 *			
<b>MORLEY</b>		38 24			
		38 30 *			
		38 55 *			
		40 02			
<b>COTTINGLEY</b>		41 70 *			
		42 03			
Copley Hill East Jn					


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN861	001	Bradley Jn. to Bradley Wood Jn.	BBW	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
Bradley Jn		0 00	<p>To/From Huddersfield see LN860 seq 2</p> <p>15</p> <p>↑</p> <p>* 35</p> <p>—</p> <p>DBBU</p> <p>—</p> <p>35</p> <p>↓</p> <p>20</p> <p>To/From Greeland Jn see LN854 seq 2</p>	<p>TCB RA8</p> <p>Healey Mills SB (HM)</p> <p>NRN 031</p>	
		0 04 *			
Bradley Tunnel (121m / 132 yards)		0 24 to 0 30			
Bradley Hall Farm No.1 LN (UWC)		0 67			
Bradley Wood Jn		1 16 * 1 17			
				DBBU = Down Bradley Branch Up	

London North Eastern Route Sectional Appendix Module LN

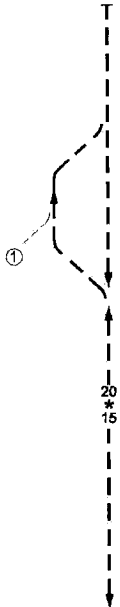
LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
LN862	001	Barnsley Station Jn. to Huddersfield		PED2	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Barnsley Station Jn		6 43	<p>To/From Wincobank Jn see LN868 seq 2</p>		<p>TCB RA8</p> <p>Barnsley SB (BY)</p> <p>NRN 031</p> <p>CW Down at 6 36 (602 yards before reaching signal BY1039)</p> <p>DH = Down Huddersfield UH = Up Huddersfield</p>	
		6 40 *				
		6 25 *				
		5 75 *				
Summer Lane Jn		5 70 *				
		4 62 *				
		4 58 *				
Pogmoor LC (UWC)		4 38				
		4 10 *				
		4 07 *				
		3 75 *				

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN862	003	Barnsley Station Jn to Huddersfield	PEH	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
Wellhouse Tunnel (380m / 415 yards)		12 48 to 12 29		TCB RA6	
<b>DENBY DALE</b>		9 72 *		Barnsley SB (BY)	
Cumberworth Tunnel (828m / 906 yards)		9 31 9 05 8 44 *		Other crossings in this area T = Carr Head Farm UWC at 11 72 T = Ingblithworth Public Bridleway LC at 11 59  D/UH = Down/Up Huddersfield	
Clayton West Jn		7 62 *		Huddersfield SB (HU)	
<b>SHEPLEY</b>		7 58 *		DSL = Down Stocksmoor Loop USL = Up Stocksmoor Loop	
<b>STOCKSMOOR</b>		7 14			
		6 26			
		6 05 *			
Stocksmoor Jn		6 01 *			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN862	004	Barnsley Station Jn. to Huddersfield	PEH	London North Eastern	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Thurstonland Tunnel (1491m / 1631 yards)	5 58 to 4 63		<div>TCB</div> <div>RA8</div> <div>Huddersfield SB (HU)</div> <div>NRN</div> <div>031</div>		
<b>BROCKHOLES</b>	4 25		D/UH = Down/Up Huddersfield		
<b>HONLEY</b>	3 28				
Robin Hood Tunnel (208m / 228 yards)	2 70 to 2 60				
<b>BERRY BROW</b>	2 26				
<b>LOCKWOOD</b> Lockwood Tunnel (168m / 205 yards)	1 18 1 16 to 1 07		<div>TOWS 1 70 Down &amp; Up to and from Springwood Jn</div> <div>RA2</div>		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN862	005	Bamsley Station Jn to Huddersfield	PEH	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
Springwood Jn		0 48 *		<div>TCB</div> <div>RA2</div> <div>Huddersfield SB</div> <div>NRN 031</div>	
		0 40		TOWS from Up Main	
		0 40 0 09 0 11 *		TOWS Up & Down from & to 0.07	
		0 08 *		25 mph Up Branch (Platform 2) between 00 08 and 00 11	
HUDDERSFIELD		0 00			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN864	001	Dewsbury Railway Street Branch	DRS1	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
End of line Dewsbury Railway Street		0 10		<div> <div>OTN(S) RAB</div> <div>Healey Mills SB (HM)</div> <div> <div>NRN</div> <div>031</div> </div> </div> <p>AWS not provided TPWS not provided</p>	
		0 00 0 27		<p>① - To/From Blue Circle Cement Slidings</p>	
		0 06 *		<p>All movements 10mph over Bridge No.1.</p>	
Dewsbury East Jn		0 00	<p>To/From Wakefield Kirkgate LN864 seq 4</p>		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN868	001	Wincobank Jn to Horbury Jn	SHB	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Wincobank Jn		161 52	<div>To/From Sheffield LN804 seq 4</div> <div>UM DM</div> <div>40</div> <div>30</div> <div>*</div> <div>3</div> <div>4</div> <div>25</div> <div>30</div> <div>40</div> <div>*</div> <div>50</div> <div>*</div> <div>70</div> <div>70</div> <div>20</div> <div>20</div> <div>70</div> <div>70</div> <div>15</div> <div>70</div> <div>*</div> <div>60</div> <div>*</div> <div>70</div> <div>70</div>		<div>TCB</div> <div>RAB</div> <div>Sheffield SB (S)</div> <div>NRN</div> <div>031</div>
		161 65 *			
MEADOWHALL		161 70			Notes: Meadowhall also appears in LN804 seq 4
		162 02			
		162 35 *			C Down at 162 35 (Secured out of use)
		162 78 *			
		163 46 *			
		163 48 *			<div>Barnsley SB (BY)</div>
Ecclesfield West		164 09			
Butterthwaite Lane LC (UWC)		164 12			
CHAPELTOWN		165 68			Class 170 units are restricted to 50mph inflated suspension/30mph deflated suspension on the Down line through Chapeltown Station platform
		165 70 *			
		166 10 *			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN868	002	Wincobank Jn to Horbury Jn	SHB PED2 BAH2	London North Eastern	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Tankersley Tunnel (1370m / 1498 yards)	166 28 167 16 166 51 167 17 169 00		<div>TCB RAB</div> <div>Barnsley SB (BY)</div> <div>NRN 031</div>		
<b>ELSECAR</b>	169 77 170 00		<p>TCB to 52 23 Down / 51 56 Up</p> <p>Class 37, 47, 59 and 69 locos are restricted to 5 mph and 14X vehicles on wheelskates are not permitted on the Down line through Bridge No.51 at 169 50 and on the Up line through Bridge No.57 at 170 40.</p> <p>PP is authorised in the bi-directional Down Platform and in the Up Platform for use in unplanned situations with Class 1, 2 or 5 trains. Drivers will be advised by the Signaller when this is required at Down Main signal BY1028 or Up Main signal BY1070 or Up Huddersfield signal BY1038. The speed of Class 3, 4, 6, 7 and 8 Freight trains is restricted as follows:-</p> <p><b>Down Main.</b> Between signal BY1031 at 6 49 and signal BY1071 at 52 32 = 30mph</p> <p><b>Up Main.</b> Between signal BY1070 at 52 40 and signal BY1030 at 6 56 = 30mph Between signal BY1030 at 6 56 and signal BY1026 at 173 45 = 40mph</p>		
Hemingfield Tunnel (49m / 54 yards)	170 20 *		<p>DH = Down Huddersfield UH = Up Huddersfield</p>		
<b>WOMBWELL</b>	170 45 170 48 *		<div>AB RA7</div>		
	173 45 *		<p>(AB - BY 1071 signal at 52 33 Down /BY 1070 signal at 52 41 Up)</p>		
	173 48				
	7 50				
	6 65				
Barnsley SB (BY)	6 60				
Barnsley LC (MCB)	6 59				
<b>BARNSELEY</b>	6 54				
Barnsley Station Jn	6 43 *				
	52 58 *				
	52 53 *				
	49 42 *				
	49 38 *				
<b>DARTON</b>	49 29				


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN868	003	Wincobank Jn to Horbury Jn	BAH2 CHS	London North Eastern	02/12/06
Location			Running lines & speed restrictions		Signalling & Remarks
<div> <div> <div>Mileage</div> <div>MCh</div> </div> <div> <div>Woolley Coal Siding SB (W)</div> <div>48 43</div> </div> <div> <div>Woolley Coal Sklings</div> <div>48 02</div> </div> <div> <div>Woolley New Tunnel Down, and Old Tunnel (1596m / 1745 yards)</div> <div>47 33 46 to 34</div> </div> <div> <div></div> <div>45 56 1 53</div> </div> <div> <div></div> <div>0 08 *</div> </div> <div> <div>Horbury Jn SB (HJ)</div> <div>0 00</div> </div> <div> <div>Horbury Jn</div> <div>0 00</div> </div> </div>					<div> <div>AB RA7</div> <div>Woolley Coal Siding SB (W)</div> <div>NRN 031</div> </div> <div> <div>① - Secured out of use</div> <div>AD 1=Arrival/Departure Line 1</div> <div>AD 2=Arrival/Departure Line 2</div> </div> <div> <div>TCB</div> <div>Horbury Jn SB (HJ)</div> </div>

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN870	001	Wakefield Turners Lane to Calder Bridge Jn	CTL	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Turners Lane Jn		0 50 0 49 *	<p>To/From Altofts Jn LN854 seq 6</p> <p>UP DN 15 15 * *</p>		<p>TCB Wakefield Kirkgate SB (K) NRN RAB 031</p>
Calder Bridge Jn		0 01 * 0 00			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN872	001	Altofts Jn to Leeds West Jn	TJC3	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Altofts Jn		185 73			<p>TCB RAB Castleford SB (CD) </p> <p>DMD=Down Midland UMD=Up Midland</p> <p>① - Wakefield Europort</p> <p>York SB (Y)</p> <p>(signals prefixed S from S951 signal at 189 59 Down/ to S960 signal at 190 08 Up)</p>
		186 01 *			
		186 05			
Methley Jn		187 41			
Methley North LC (R/G) HABD		188 30 188 34			
<b>WOODLESFORD</b>		190 00			
Footpath LC (R/G)		190 00			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN872	002	Altofts Jn to Leeds West Jn	TJC3 ELN	London North Eastern	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
			<div> <div>TCB RA8</div> <div>York SB</div> <div> <div>NRN</div> <div>031</div> </div> </div> <p>(signals prefixed S to S927 signal at 193 12 Down/from S914 signal at 193 51 Up)</p> <p>(signals prefixed L from L3853 signal at 193 69 Down/to L3852 signal at 194 22 Up)</p> <p>① - To/From Stourton Freightliner Terminal</p> <p>AD = Arrival / Departure DMD =Down Midland UMD =Up Midland</p> <p>② - To/From Hunslet Down Sidings</p> <p>③ - To/From Balm Road Sidings</p> <p>④ - To/From RMC Stone Discharge Terminal</p> <p>⑤ - To/From Middleton Light Railway (Private)</p> <p>⑥ - To/From Holbeck Depot</p>		
Stourton Jn	192 40				
Stourton	192 42				
Hunslet South Jn	193 26 *				
	193 40 *				
Hunslet Station Jn	193 68 *				
	194 10				
	194 35 *				
	194 65 *				
Holbeck Depot Jn	194 79				
Holbeck Depot					
Engine Shed Jn	195 14 *				
	195 20				
	195 33 *				
	195 42 *				
	195 45				
	195 49 *				
Leeds West Jn	195 53				

London North Eastern Route Sectional Appendix Module LN7

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN874	001	Methley Jn to Whitwood Jn	MEW1 MEW2	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Methley Jn		1 12	<p>To/From Leeds LN872 seq 1</p>  <p>UM 30 DM 30</p> <p>To/From Castleford LN854 seq 7</p>		<p>TCB RA8 Castleford SB (CD) NRN 031</p> <p>DM = Down Methley UM = Up Methley</p>
Whitwood Jn		0 01			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN875	001	Castleford West Jn to Pontefract West Jn	CPM2 CPM1	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
Castleford West Jn		0 00 0 61	<p>To/From Castleford LN854 seq 7</p> <p>UC DC</p> <p>25 25</p> <p>25 40</p> <p>40 10</p> <p>40 40</p> <p>10 40</p> <p>40 40</p> <p>15 40</p> <p>40 40</p> <p>15 15</p> <p>20 15</p> <p>30 15</p> <p>30 15</p> <p>30 15</p> <p>To/From Goole, Potters Grange Jn. LN822 seq 2</p>	<p>TCB Castleford SB (CD)</p> <p>RA8</p> <p>NRN 031</p> <p>DC = Down Cutsyke UC = Up Cutsyke</p> <p>① - To/From Prince of Wales Colliery</p> <p>Prince of Wales SB (P)</p> <p>DSG = Down Sliding DG = Down Goods</p>	
Cutsyke Jn LC (MCB)		59 02			
Cutsyke Jn SB (GJ)		59 00			
		58 79 *			
<b>GLASSHOUGHTON</b>		58 20			
Woodman Lane Public BW LC		58 00 T			
		57 51 *			
		57 50 *			
		57 47 *			
Parkside Farm LC (UWC)		57 35 T			
Prince of Wales SB (P)		56 66			
Prince of Wales LC (MCB)		56 66 *			
		56 65 *			
		56 43 *			
Pontefract West Jn		56 42			

London North Eastern Route Sectional Appendix Module LN.

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
LN876	001	Castleford East Jn to Ledston		BOO	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Castleford East Jn		6 17	<p>To/From Castleford LN854 seq 8</p> <p>10</p> <p>↑</p> <p>Stop ①</p> <p>↓</p> <p>Sliding</p>		<p>OTN(S) Castleford SB (CD)</p> <p>NRN 031</p>	
BC LC (Open)		4 70			<p>AWS not provided</p> <p>① - Stop await instructions</p> <p>Line not normally in use. Trains may only run when authorised by Route Director, Network Rail LNE</p>	
Ledston		4 43				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN878	001	Sherburn Jn to Gascoigne Wood	SHG	London North Eastern	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Sherburn Jn	13 20	<p style="text-align: center;">To/From Church Fenton LN854 seq 8</p> <p style="text-align: center;">US <span style="border: 1px solid black; padding: 2px;">30</span>      DS <span style="border: 1px solid black; padding: 2px;">30</span></p> <p style="text-align: center;">To/From Selby LN898 seq 1</p>	<p>TCB      Milford SB (M)      <span style="border: 1px solid black; padding: 2px;">NRN 031</span></p> <p>DS = Down Sherburn US = Up Sherburn</p>		
	14 17				
Gascoigne Wood	14 30				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN880	001	York to Scarborough	YMS	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
YORK		0 00	<div>To/From York see LN800 seq 4 and LN854 seq 11</div> <div></div>		<div>TCB RA8</div> <div>York SB (Y)</div> <div>NRN 068</div> <p>PP is authorised in platform lines 4 and 5 for Class 1, 2, 5 and 0 trains during serious disruption and for booked attaching/detaching</p>
		0 18	<div></div>		
		0 22 *	<div></div>		
		0 25 *	<div></div>		
		1 51	<div>Bootham LC (AHBC-X)</div> <div></div>		
		1 52 *	<div></div>		
		1 70	<div>Bootham Stray LC (UWC)</div> <div></div>		
		2 54	<div>Kettlestring Farm LC (UWC)</div> <div></div>		
		2 60 *	<div></div>		
		3 00	<div>New Earswick LC (UWC)</div> <div></div>		
Hall Farm LC (UWC)		3 19	<div></div>		
Haxby Road LC (CCTV)		3 27	<div></div>		
Farmstead Rise LC (UWC)		3 37 *	<div></div>		
Haxby Station LC (CCTV)		3 45	<div></div>		
		4 18	<div></div>		
		4 28 *	<div></div>		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN880	002	York to Scarborough	YMS	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Strensall No 1 LC (CCTV)		6 00	<p>UP DN</p> <p>70 70 80 80</p> <p>70 70 80 80</p> <p>60 60 75 75</p> <p>60 60 75 75</p> <p>60 60 75 75</p> <p>60 60 75 75</p> <p>60 60 75 75</p> <p>60 60 75 75</p> <p>60 60 75 75</p> <p>60 60 75 75</p> <p>60 60 75 75</p> <p>60 60 75 75</p> <p>60 60 75 75</p> <p>60 60 75 75</p> <p>60 60 75 75</p> <p>60 60 75 75</p> <p>60 60 75 75</p> <p>60 60 75 75</p> <p>60 60 75 75</p> <p>60 60 75 75</p> <p>60 60 75 75</p> <p>60 60 75 75</p> <p>60 60 75 75</p> <p>60 60 75 75</p> <p>60 60 75 75</p> <p>60 60 75 75</p> <p>60 60 75 75</p> <p>60 60 75 75</p> <p>60 60 75 75</p> <p>60 60 75 75</p> <p>60 60 75 75</p> <p>60 60 75 75</p> <p>60 60 75 75</p> <p>60 60 75 75</p> <p>60 60 75 75</p> <p>60 60 75 75</p> <p>60 60 75 75</p> <p>60 60 75 75</p> <p>60 60 75 75</p> <p>60 60 75 75</p> <p>60 60 75 75</p> <p>60 60 75 75</p> <p>60 60 75 75</p> <p>60 60 75 75</p> <p>60 60 75 75</p> <p>60 60 75 75</p> <p>60 60 75 75</p> <p>60 60 75 75</p> <p>60 60 75 75</p> <p>60 60 75 75</p> <p>60 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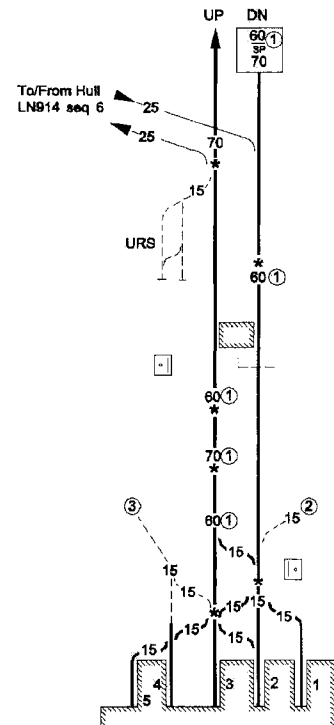
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN880	003	York to Scarborough	YMS	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Howsham LC (MCG)		12 17 *			<div> <div>AB</div> <div>RAB</div> </div> <div>Barton Hill SB</div> <div> <div>NRN</div> <div>069</div> </div> <p>Other crossings in this area</p> <p>T = Green Farm UWC at 11 72</p> <p>T = Manor Farm (Barton) UWC at 11 77</p> <p>T = Briaby's UWC at 12 17</p> <p>T = Plain Moor UWC at 12 32</p> <p>T = Manor Farm Crambe UWC at 13 58</p> <p>T = Newcombe's UWC at 13 65</p> <p>T = Oakcliffe UWC at 14 05</p> <p>T = Brotherton's UWC at 14 13</p> <p>T = Crambeck UWC at 16 15</p> <p>T = Low Hutton UWC at 17 75</p> <p>T = Portobella Farm UWC at 19 12</p> <p>T = High Farm UWC at 19 53</p> <p>T = New Cut UWC at 20 07</p>
		12 40 *			
		13 28 *			
		13 30 *			
		13 58 *			
		13 85 *			
		14 08 *			
		14 55 *			
		14 76 *			
		15 01 *			
Kirkham Abbey LC (MCG)		15 01			
Kirkham Abbey SB		15 01			
		15 47 *			
		16 14 *			
		16 20 *			
		18 22 *			
		18 40 *			
		18 75 *			
		20 36 *			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN880	004	York to Scarborough	YMS	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
MALTON					<div>NRN</div> <div>AB RA8</div> <div>Kirkham Abbey SB</div> <div>086</div>
		Other crossings in this area			
		T = Watgate UWC at 21 50			
		T = Mill Garth UWC at 21 70			
		T = Villa Farm UWC at 22 48			
		T = Norton Parks UWC at 22 78			
		T = Marr House Farm UWC at 23 43			
		T = Birdsall Estates UWC at 23 63			
		T = Scagglethorpe Grange UWC at 24 14			
		T = Manor Farm UWC at 24 35			
Malton SB (M) Malton LC (MCB)					
Rillington LC (AHBC-X)					

London North Eastern Route Sectional Appendix Module LN.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN880	005	York to Scarborough	YMS	London North Eastern	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
		<div> <div>UP</div> <div>70 SP 80 *</div> <div>DN</div> <div>75 SP 80</div> </div>	<div> <div>AB</div> <div>RAB</div> <div>Malton SB (M)</div> <div>NRN</div> <div>066</div> </div>		
	26 16 *				
High Scampston LC (AHBC-X)	26 19	X35			
Low Scampston LC (AHBC-X)	26 54	X35			
	26 85 *	70 *			
	27 40 *	70 *			
Knapton LC (AHBC-X)	27 41	X35			
	27 60 *	70 SP 80 *			
Elm Tree Farm LC (UWC)	27 75	70 *			
Wilkinsons LC (UWC)	28 17	70 SP 90 *			
	29 20 *				
Heslerton Station LC (AHBC-X)	29 32	X35			
Sand Lane LC (UWC)	29 74	X35			
West Heslerton LC (AHBC-X)	30 52	X35			
	30 77 *	70 SP 80 *			
East Heslerton LC (AHBC-X)	31 00	X35			
		70 SP 80 90			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN880	006	York to Scarborough	YMS	London North Eastern	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
				<div> <div>AB RAB</div> <div>Malton SB (M)</div> <div>NRN 068</div> </div> <div>Weaverthorpe SB</div>	
Cousins LC (UWC)	31 56	T			
	32 00 *				
Grange Farm LC (UWC)	32 09	T			
	32 20 *				
	32 55 *				
Weaverthorpe LC (MCG)	32 68				
Weaverthorpe SB	32 68				
Jacksons LC (UWC)	33 03	T			
Ganton Hall LC (UWC)	33 62	T			
Long Plantation LC (UWC)	34 08	T			
Ganton LC (AHBC-X)	34 34				
Blinnington LC (UWC)	35 22	T			
Willerby Carr LC (UWC)	35 69	T			
Robin's Bottom Plantation LC (UWC)	36 40	T			
Seamer Carr Farm	37 14	T			
Pasture Lane Public BW	38 20	T			
	38 32 *				
Meads Lane LC (UWC)	38 47	T			
	38 60 *				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN880	007	York to Scarborough	YMS	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Seamer West Jn		38 66 *			<div> <div>AB RA8</div> <div>Weaverthorpe SB</div> <div>NRN 069</div> </div> <p>① - Classes 4, 6 &amp; 7 trains are restricted to 40 mph in the Down and Up direction between Seamer West Jn and Scarborough</p> <div>Seamer SB (SR)</div> <p>URS = 403m / 1323 feet</p> <p>② - To Sidings and Turntable</p> <p>③ - To Carriage Sidings</p> <div>Falgrave SB (F)</div> <p>PP is authorised on all platform lines in Scarborough Station</p>
		39 05 *			
<b>SEAMER</b>		39 14			
Seamer SB (SR)		39 17			
		40 00 *			
		41 20 *			
		41 58			
Falgrave SB (F)		41 63 *			
		41 68 *			
<b>SCARBOROUGH</b>		42 06			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN882	001	Wakefield Kirkgate West Jn to Goole Potters Grange Jn	WAG1	London North Eastern	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Wakefield Kirkgate West Jn	47 43 *		<div>TCB Wakefield Kirkgate SB (K)</div> <div>RA8</div> <div>NRN 031</div>		
	47 52 *				
<b>WAKEFIELD KIRKGATE</b>	47 62				
Wakefield Kirkgate SB (K)	47 76		DGO = Down Goole UGO = Up Goole		
	48 05 *				
Calder Bridge Jn	48 28				
	48 56 *				
Oakenshaw Jn	48 76		UGL = 453m / 1485 feet		
			Oakenshaw SB (O)		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN882	002	Wakefield Kirkgate West Jn to Goole Potters Grange Jn	WAG1	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
				<div>TCB RA8</div> <div>Oakenshaw SB (O)</div> <div>NRN 031</div>	
		49 00 *			
Crofton West Jn		49 40			
Crofton East Jn		50 23			
Crofton Old Station No 1 LC (MCG)		50 25			
		50 28			
Streethouse West LC (CCTV)		52 11		UGO = Up Goole	
<b>STREETHOUSE</b>		52 15		DGO = Down Goole	
Red Lane LC (MCG)		52 27			
<b>FEATHERSTONE</b>		53 71			
Featherstone LC (CCTV)		53 71			
Sportsfield LC (UWC)		54 12	T		
<b>PONTEFRACT TANSHELF</b>		55 64			
		56 26 *		CW Up at 56 30 (890 yards before reaching signal O 364)	
Pontefract West Jn		56 35 *		Prince of Wales SB (P)	
		56 38 *			
<b>PONTEFRACT MONKHILL</b>		56 40		DSG = Down Siding	
		56 60			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated			
LN882	003	Wakefield Kirkgate West Jn to Goole Potters Grange Jn	WAG1	London North Eastern	02/12/06			
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks			
<b>KNOTTINGLEY</b>		56 66 *			<table><tr><td>TCB RA8</td><td>Ferrybridge SB (FE)</td><td>NRN 031</td></tr></table>	TCB RA8	Ferrybridge SB (FE)	NRN 031
		TCB RA8			Ferrybridge SB (FE)	NRN 031		
		57 43			CW Up at 58 17 (262 yards before signal FE6414)			
		58 16 *			☒ = Lockout protection provided. See local instruction			
		58 20			① - To/From Wagon Arrival/Departure lines			
		58 21			② - To/From Wagon Arrival Line			
		58 27 *			UGO = Up Goole DGO = Down Goole UGGLD = Up Goole Goods Loop Down			
		58 37			☒ = Lockout protection provided. See local instruction			
		58 51			③ - To/From Kellingley Colliery			
		58 69			<table><tr><td>Sudforth Lane SB (S)</td></tr></table>		Sudforth Lane SB (S)	
Sudforth Lane SB (S)								
59 04 *								
England Lane LC (MCG)	59 05	T	☒ = Lockout protection provided. See local instruction					
Knottingley LC (CCTV)	59 25							
Rampart Lane LC (UWC)	60 40							
Sudforth Lane LC (MCB)	61 08							
Sudforth Lane SB (S)	61 08							

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN882	004	Wakefield Kirkgate West Jn to Goole Potters Grange Jn	WAG1	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Platts LC (UWC)		61 45		<div> <div>TCB</div> <div>RAB</div> </div> <div> <div>Sudforth Lane SB (S)</div> <div>NRN</div> <div>031</div> </div> <p>           URS = 2178m / 7140 feet            DTS = Down Through Sliding            DL = Departure Line            AL = Arrival Line         </p> <p>① - To/From Eggborough Power Station</p> <div>Hensall SB (H)</div>	<div>T</div> <div>T</div> <div>T</div> <div>T</div> <div>T</div> <div>T</div> <div>T</div> <div>T</div> <div>T</div> <div>T</div>
Thornfield House LC (UWC)		61 57			
Southfield Lane LC (UWC)		61 70			
WHITLEY BRIDGE		62 10			
Whitley Bridge LC (CCTV)		62 50			
Whitley Bridge Jn		62 55			
Low Eggborough LC (UWC)		63 02			
High Eggborough LC (MCG)		63 20			
Snailth and Pontefract Highway LC (AHBC-X)		63 33			
Hensall LC (MCB)		64 14			
Hensall SB (H)		64 39			
HENSALL		64 39			
Heck Lane LC (MCG)		64 74			
Heck Ings LC (MCG)		65 40			
Drax Branch Jn		65 66			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN882	005	Wakefield Kirkgate West Jn to Goole Potters Grange Jn	WAG1 WAG2	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Kealey's LC (UWC)		66 30			<div>NRN</div> <div>TCB RAB Hensall SB (H)</div> <div>031</div> <p>to 66 71</p> <p>Between Drax Branch Jn and Engine Shed Jn Class 8 trains must not exceed 20mph</p> <div>Goole SB (G)</div> <p>20 mph PSR applies between 67 30 and 67 39 in Down direction and between 67 47 and 67 37 in Up direction</p> <p>Other crossing in this area T = Gowdall Bank UWC at 67 17</p>
		66 40 *			
Gowdall Lane LC (AOCL)		66 51			
Field Lane LC (AOCL)		66 68			
		67 30 *			
		67 37 *			
Dorr Lane LC (UWC)		67 38			
		67 39 *			
		67 47 *			
		68 06			
Snaith LC (AOCL)		68 06			
<b>SNAITH</b>		68 30			
Snaith East LC (UWC)		68 61			
West Cowick LC (R/G)		69 48			
East Cowick LC (R/G)		70 17			
Snaith Road LC (AHBC)		70 73 *			
<b>RAWCLIFFE</b>		70 75			
Rawcliffe LC (AHBC)		70 75			
		71 20 *			
Rawcliffe Branch LC (UWC)		72 28			
Engine Shed Jn		73 52 *			
		0 64 *			
Potters Grange Jn		0 00			

- ① - 30 mph PSR between 71 20 and 70 73 applies in Up direction only
- ② - To/From Goole Docks. Connection Secured out of use. Trains may only run when authorised by the Route Director Network Rail LNE
- ③ - To/From Guardian Siding

To/From Goole  
LN812 seq 1

London North Eastern Route Sectional Appendix Module LN.

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
LN884	001	Oakenshaw South Jn to Oakenshaw Jn		OAJ	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Oakenshaw South Jn		49 41	<p>To/From Monk Bretton Loop LN886 seq 1</p> <p>20</p> <p>20</p> <p>30</p> <p>15</p> <p>To/From Wakefield Kirkgate LN882 seq 1</p>		<div>TCB RAB</div> <div>Oakenshaw SB (O)</div> <div>NRN 031</div> <p>TPWS not provided</p>	
Oakenshaw Farm LC (UWC)		49 15 *				
		49 25	T			
Oakenshaw Jn		48 76 *				

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LOR	Seq.	Line of Route Description	ELR		Route	Last Updated
LN888	001	Shaftholme Jn to Ferrybridge North Jn	KWS FKW		London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks
Shaftholme Jn		68 75 *	<div>To/From Doncaster LN101 seq 30, LN720 seq 4</div> <div><div>20</div><div>20</div><div>20</div><div>25</div><div>20</div><div>25</div><div>40</div><div>40</div><div>20</div><div>20</div><div>20</div><div>55</div><div>20</div><div>30</div><div>50</div><div>60</div><div>60</div></div> <div><div>UK</div><div>DK</div></div>			<div>TCB RAS</div> <div>Doncaster SB (D)</div> <div>NRN 031</div>
Thorpe LC (AOCL)		68 43 *	<div>UK DK</div>			<div>UK = Up Knottingley DK = Down Knottingley</div>
Ritchies LC (UWC)		68 30	<div>25 40</div>			
		67 73 *	<div>40 20</div>			
Haywood LC (CCTV)		67 57	<div>20 55</div>			
		67 56 *	<div>20 55</div>			
Rushey Moor LC (UWC)		67 55 *	<div>20 55</div>			
		67 10	<div>20 55</div>			
		66 30 *	<div>20 55</div>			
Askern LC (CCTV)		66 26	<div>20 55</div>			
		65 74 *	<div>20 55</div>			
Selby Road LC (AHBC)		65 73	<div>20 55</div>			
Norton LC (MCB)		65 12	<div>15 15</div>			
Lowfield LC (UWC)		64 71	<div>15 15</div>			
Stubbs Walden South LC (CCTV)		64 26	<div>15 15</div>			
Stubbs Walden North LC (CCTV)		64 11	<div>15 15</div>			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN888	002	Shaftholme Jn to Ferrybridge North Jn	KWS FKW	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Womersley LC (AHBC)		62 49			<div>TCB RA9</div> <div>Ferrybridge SB (FE)</div> <div>NRN 031</div> <div>UD = Up Doncaster DD = Down Doncaster</div> <div>☒ Lockout protection provided. See local instruction</div>
Post Office Lane HABD		62 16			
Post Office Lane LC (AHBC)		62 14			
Spring Lodge LC (AHBC)		61 21			
Cridling Stubbs LC (AHBC)		60 45			
Waterfields No 1 LC (UWC)		59 06			
		58 71 *			
		58 72			
Knottingley South Jn		58 86			
		58 48 *			
		58 21 *			
Knottingley West Jn		58 20 *			
		2 71			
		2 65 *			
		2 43 *			
Ferrybridge North Jn		2 27			

London North Eastern Route Sectional Appendix Module LN

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
LN892	001	Pontefract East Jn to Ferrybridge South Jn		PEF	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Pontefract East Jn		3 06	<p>To/From Pontefract Monkhill LN882 seq 3</p> <p>15</p>		<div>TCB RA8</div> <div>Ferrybridge SB (FE)</div> <div>NRN 031</div>	
Ferrybridge South Jn		2 38	<p>15</p> <p>To/From Milford LN804 seq 8</p>			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated		
LN894	001	Knottingley South Jn to Knottingley East Jn	KES	London North Eastern	02/12/06		
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks		
Knottingley South Jn	0 00	<div><div>To/From Shaftholme Jn LN888 seq 2</div><div>10</div><div></div><div>5</div><div>To/From Knottingley Depot</div><div>5</div><div></div><div>10</div><div>To/From Sudforth Lane LN882 seq 3</div></div>		TCB RA9		Ferrybridge SB (FE)	NRN C31
	0 16						
	0 18						
Knottingley East Jn	0 20						

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN896	001	Drax Power Station Branch	DRA1	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Drax Branch Jn		0 00	<div> <div> To/From Knottingley LN882 seq 4 </div> <div> UP 30 </div> <div> DN 30 </div> </div>		<div> <div>TCB</div> <div>RAB</div> </div> <div>Hensall SB (H)</div> <div> <div>NRN</div> <div>031</div> </div>
		0 07 *	<div> <div>30</div> <div>45</div> </div>		<div>AWS not provided</div> <div>TPWS not provided</div>
		0 27 *	<div> <div>35</div> <div>*</div> </div>		
		1 49	<div> <div>---</div> <div>---</div> </div>		
		2 18	<div> <div>---</div> <div>---</div> </div>		
		2 46	<div> <div>---</div> <div>---</div> </div>		
		3 54	<div> <div>---</div> <div>---</div> </div>		
		4 00 *	<div> <div>55</div> <div>*</div> </div>		
		4 07 *	<div> <div>15</div> <div>15</div> </div>		
		4 16	<div> <div>15</div> <div>15</div> </div>		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated	
LN898	001	Neville Hill East Jn to Hull	HUL4 HUL3	London North Eastern	02/12/06	
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Neville Hill East Jn		18 25			<div>TCB RA8</div> <div>York SB (Y)</div> <div>NRN 031</div> <p>(signals prefixed L) to L799 at 14 79 Down / from L802 at 13 74 Up</p> <p>(signals prefixed CF) between CF801 at 14 27 and CF1821 at 9 25 Down / between CF1812 at 9 08 and CF804 at 13 16 Up.</p> <p>① - To/From Neville Hill Depot</p> <p>DH=Down Hull UH=Up Hull</p> <p>Other crossings in this area T = Newthorpe UWC at 9 47 T = Grange Farm UWC at 9 40</p> <p>T = Norden's Barn Farm UWC at 6 43 Gascoigne Wood SB (GW)</p> <p>③ - To/From Selby New Mine Sidings</p> <p>DGL = 346m / 1134 feet</p>	
<b>CROSS GATES</b>		18 20 *				
		17 68 *				
		16 11				
		16 00 *				
Manston LC (R/G)		14 77				
Barrowby Lane Public BW LC		14 04				
HABD		13 74				
<b>GARFORTH</b>		13 23				
<b>EAST GARFORTH</b>		12 58				
Peckfield Crossover		11 12				
Peckfield Public BW LC		11 12				
<b>MICKLEFIELD</b>		10 69				
		10 64 *				
Micklefield Jn		10 63				
		10 40 *				
		9 65 *				
<b>SOUTH MILFORD</b>		7 57				
Footpath LC (R/G)		7 57				
		7 20 *				
Gascoigne Wood SB (GW)		6 27				
		6 24				
		6 17				

LOR	Seq.	Line of Route Description	ELR		Route	Last Updated
LN898	002	Neville Hill East Jn to Hull	HUL3	HUL2	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Hagg Lane LC (R/G)		5 59			<div> <div>TCB</div> <div>RA8</div> </div> <div> <div>York SB (Y)</div> <div>NRN</div> <div>031</div> </div> <p>① - To/From Selby Mine Sidings</p> <p>Other crossings in this area T = Owlett Hall UWC at 5 07 T = Ruddings Farm UWC at 4 67</p>	
		5 35 *				
		5 34				
Philip Lane LC (R/G)		4 47			<div> <div>TCB</div> <div>RA8</div> </div> <div> <div>York SB (Y)</div> <div>NRN</div> <div>031</div> </div> <p>① - To/From Selby Mine Sidings</p> <p>Other crossings in this area T = Owlett Hall UWC at 5 07 T = Ruddings Farm UWC at 4 67</p>	
Hambleton West Jn		4 43				
Hambleton East Jn		3 34				
Harrymore Lane LC (R/G)		2 79 *			<div> <div>TCB</div> <div>RA8</div> </div> <div> <div>York SB (Y)</div> <div>NRN</div> <div>031</div> </div> <p>① - To/From Selby Mine Sidings</p> <p>Other crossings in this area T = Owlett Hall UWC at 5 07 T = Ruddings Farm UWC at 4 67</p>	
HABD		2 78				
Thorpe Hall LC RC (MCB)		2 78				
		2 41				
Thorpe Gates LC (MCB)		2 27			<div> <div>TCB</div> <div>RA8</div> </div> <div> <div>York SB (Y)</div> <div>NRN</div> <div>031</div> </div> <p>① - To/From Selby Mine Sidings</p> <p>Other crossings in this area T = Owlett Hall UWC at 5 07 T = Ruddings Farm UWC at 4 67</p>	
		2 04 *				
Campey's Farm LC (UWC)		1 78				
Sandhill Lane LC (MCG)		1 42				
		0 42 *			<div> <div>TCB</div> <div>RA8</div> </div> <div> <div>York SB (Y)</div> <div>NRN</div> <div>031</div> </div> <p>① - To/From Selby Mine Sidings</p> <p>Other crossings in this area T = Owlett Hall UWC at 5 07 T = Ruddings Farm UWC at 4 67</p>	
Doncaster Road LC (MCB)		0 40				
Selby SB (S)		0 40				
Selby West Jn		0 36				
		0 05 *			<div> <div>TCB</div> <div>RA8</div> </div> <div> <div>York SB (Y)</div> <div>NRN</div> <div>031</div> </div> <p>① - To/From Selby Mine Sidings</p> <p>Other crossings in this area T = Owlett Hall UWC at 5 07 T = Ruddings Farm UWC at 4 67</p>	
		0 00				
Selby South Jn		31 12				

Selby SB (S)

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN898	003	Neville Hill East Jn to Hull	HUL2 HUL1	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
<b>SELBY</b> Selby Swing Bridge		30 79 30 70 30 61  30 60 *			<div>TCB RA8</div> <div>Selby SB (S)</div> <div>NFRN 031</div> <p>DH = Down Hull UH = Up Hull PP is authorised on the Down Platform line for connecting trains.</p> <p>DPL = 461m / 1512 feet UPL = 429m / 1407 feet</p> <p>① - To/From Selby Potter Group Sidings</p>
Barby BOCM LC (MCB)		30 37 30 34			
Barby North Jn		30 27  29 76			
		29 66 *			
Millfield Farm LC (UWC)		29 21 * 29 18			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN898	004	Neville Hill East Jn to Hull	HUL1	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
			<div> <div>UH</div> <div>DH</div> <div>65 SP 70</div> <div>70</div> <div>75 SP 80</div> <div>65 SP 70</div> <div>70</div> <div>75 SP 90</div> <div>70</div> <div>X30</div> <div>X30</div> <div>X30</div> <div>X30</div> <div>X30</div> <div>X30</div> <div>75</div> </div>	<div> <div>TCB</div> <div>RAB</div> <div>Selby SB (S)</div> <div>NRN 031</div> <div>DH = Down Hull</div> <div>UH = Up Hull</div> <div>NRN Channel change at 20 00</div> <div>NRN 031</div> <div>NRN 069</div> </div>	
		29 07 *			
		29 00 *			
Lund Lane LC (UWC)		28 49	T		
		28 40 *			
		28 25 *			
Cliffe LC (CCTV)		28 02 *			
HABD		28 00			
Horton House Farm LC (UWC)		27 28	T		
Hagg Lane LC (AHBC-X)		26 77			
Woodhall Lane LC (AHBC-X)		25 77			
Wressle LC (AHBC-X)		25 03			
<b>WRESSLE</b>		25 03			
Leakes LC (UWC)		24 73	T		
Cross Common LC (AHBC-X)		24 52			

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN898	006	Neville Hill East Jn to Hull	HUL1	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
Oxmandyke LC (MCB)		16 22		<div>AB</div> <div>RA8</div> <div>Gilberdyke Jn SB</div> <div>NRN</div> <div>069</div>	
Marr House Farm LC (UWC)		16 10 *		<div>Unworked trailing crossover secured out of use for Engineers use only.</div>	
		15 32			
		15 10 *			
<b>BROOMFLEET</b>		14 36		<div>Broomfleet SB</div>	
Broomfleet SB		14 33			
Broomfleet LC (MCB)		14 33			
		14 29 *			
Church Farm LC (UWC)		13 69			
Cave LC (MCB)		13 60			
		13 57 *			
		12 78 *			
Craley Creek LC (MCG)		12 57		<div>Craley Creek SB</div>	
Craley Creek SB		11 56 *			
<b>BROUGH</b>		10 38		<div>① - Secured out of use</div>	
		10 27 *			
Brough East LC (MCB)		10 24		<div>Brough East SB</div>	
Brough East SB		10 24			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN898	007	Neville Hill East Jn to Hull	HUL1	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
Wellton LC (MCG)		9 35		<div> <div>AB</div> <div>RA8</div> </div> <div>Brough East SB</div> <div> <div>NRN</div> <div>069</div> </div> <p>① - To/From Ormya Sidings</p>	
Melton Lane SB		8 41		<div>TCB</div> <div>Melton Lane SB</div>	
Melton Lane LC (MCB)		8 41			
<b>FERRIBY</b>		8 18 *			
		7 42 *			
		7 36 *			
		7 32 *			
<b>HESSLE</b>		4 84			
Hessle East Jn		3 20			
		2 40 *			
		2 20 *			
Hessle Road SB (HR)		1 77			
		1 73			
		1 54 *			
Chalk Lane LC (CCTV)		1 49			
				<div>Hessle Road SB (HR)</div> <p>② - To/From Hull Freight Yard and Dalrycoates</p>	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN898	008	Neville Hill East Jn to Hull	HUL1	London North Eastern	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
St. Georges Road LC (CCTV)	1 24		<div>TCB RAB</div> <div>Hessle Road SB (HR)</div> <div>NRN 069</div>		
Anlaby Road Jn	0 73		<div>Hull Paragon SB (HP)</div>		
	0 55 *				
	0 30 *				
	0 25				
	0 21 *				
Hull Paragon SB (HP)	0 18		<div>① - Station Sidings</div> <div>15mph leaving and entering platforms 0 00 to 0 21</div>		
HULL	0 00				

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
LN900	001	Neville Hill West Jn. to Hunslet East		HUE	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Neville Hill West Jn		0 00	<p>To/From Neville Hill see LN836 seq 9</p> <p>15</p> <p>15 * 20</p> <p>↓</p>		<div> <div>TCB RA10</div> <div>York SB</div> <div> <div>NRN</div> <div>031</div> </div> </div>	
		0 04 *			TPWS not provided	
Hunslet East Stop Board		0 55	<p>↓ ①</p>		① To/From Leeds ORT, Shell and Engineers Sidings	

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LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
LN902	001	Micklefield Jn to Church Fenton North Jn		CFM	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Micklefield Jn		15 62			<div>TCB York SB</div> <div>RA9 031</div> <div>(signals prefixed CF).</div> <div>C Up at 14 78 (616 yards before reaching signal CF702) (Secured out of use)</div> <div>UPL = 288 m / 945 feet</div> <div>(NOTE - part of table duplicated in LN800 seq 2 and LN854 seq 9)</div>	
Adamsons LC (UWC)		11 36				
Pouliters LC (UWC)		11 12 *				
Rose Lane LC (UWC)		10 79				
<b>CHURCH FENTON</b>		10 58 *				
		10 52 *				
		10 37				
Church Fenton North Jn		10 31 *				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN904	001	Hambleton South Jn to Hambleton West Jn	HSC	London North Eastern	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Hambleton South Jn	174 10	<p>To/From Shaftholme Jn LN600 seq 2</p> <p>UP DN</p> <p>70</p> <p>-----</p> <p>70</p> <p>To/From Neville Hill East Jn LN898 seq 2</p>	<p>TCB RA10</p> <p>York SB (Y)</p> <p>NRN 069</p>		
Scaltn Lane LC (R/G)	174 58				
Hambleton West Jn	175 33				

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LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
LN906	001	Hambleton East Jn to Hambleton North Jn		HNC	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Hambleton East Jn		3 34	<p>To/From Selby LN898 seq 2</p> <p>40</p> <p>40</p> <p>To/From York LN600 seq 2</p>		<div>TCB RA10</div> <div>York SB (Y)</div> <div>NRN 069</div>	
Hambleton North Jn		4 00				

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
LN908	001	Selby West Jn to Canal Jn		SEC	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Selby West Jn		0 00	<p>To/From Hambleton East Jn LN998 seq 2</p> <p>20</p> <p>↓</p> <p>20</p> <p>To/From Temple Hirst Jn LN910 seq 1</p>		<p>TCB RA9 Selby SB (S) NRN</p> <p>069</p>	
Canal Jn		0 32				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN910	001	Temple Hirst Jn to Selby South Jn	TCW1	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Temple Hirst Jn		169 16	<p>To/From Shaltholme Jn LN800 seq 1</p> <p>70</p> <p>70</p> <p>70</p> <p>UP</p> <p>DN</p> <p>75</p> <p>25</p> <p>20</p> <p>15</p> <p>50</p> <p>25</p> <p>To/From Selby West Jn LN808 seq 1</p> <p>20</p> <p>50</p> <p>25</p> <p>To/From Selby LN898 seq 2</p>		<div>TCB</div> <div>RA9</div> <div>York SB (Y)</div> <div>NRN</div> <div>031</div> <div>① - To/From Engineers Sidling</div> <div>Selby SB (S)</div> <div>② - Secured out of use</div>
		169 46 *			
		169 55 *			
Burn Lane LC (MCG)		170 70			
Herwick Hall LC (MCB)		172 20			
		172 75			
Brayton LC (CCTV)		173 02			
		173 28 *			
		173 27 *			
Canal Jn		173 59			
		174 06 *			
		174 09 *			
Selby South Jn		174 11			

LOR	Seq.	Line of Route Description	ELR		Route	Last Updated
LN912	001	Thorne Jn to Gilberdyke Jn	TJG1	TJG2	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Thorne Jn		7 69			<div>TCB RAB</div> <div>Doncaster SB (D)</div> <div>NRN 031</div>	
		8 00			TOWS 8 00 to 8 05 Doncaster line	
		8 05 *			Hot Axle Box Detector on the Up Main line at 14 02	
		9 09			CW Up at 7 10 (768 yards before reaching signal G.50)	
<b>THORNE NORTH</b>		14 06			① - To/From Goole Docks	
		14 02			U/DGL = Up/Down Goods Loop = 385m / 1197ft	
Thorne Moorlands LC (AHBC)		12 32			Goole SB (G)	
Moorlands Farm LC (UWC)		11 52				
Crayke LC (R/G)		10 19			Goole SB (G)	
Hook Moor Farm LC (UWC)		9 36				
Potters Grange Jn		7 05			Goole SB (G)	
		6 72 *				
Goole SB (G)		6 51			Goole SB (G)	
Boothferry Road LC (MCB)		6 51				
<b>GOOLE</b>		6 46			② - Skidings	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN912	002	Thorne Jn to Gilberdyke Jn	TJG2	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Goole Bridge SB (GB) Goole Bridge		X5 25 *			<div>TCB Goole SB (G)</div> <div>NRN 031</div> <p>X10 between 5 00 and 5 25 when making a wrong direction movement Swing Bridge (Goole)</p> <div>Goole Bridge SB (GB)</div> <p>NRN Channel Change Down 4 35 Up 4 40</p> <div>NRN 031</div> <div>NRN 089</div> <div>AB Saltmarshes SB (SA)</div> <p>(SAB signal at 2 62 Down/SA20 signal at 2 69 Up)</p>
		5 15 *			
		5 06			
		5 06			
		5 02 *			
Saltmarshes LC (MCB) Saltmarshes SB (SA) <b>SALTMARSHES</b>		X5 00 *			
		3 49			
		3 49			
		3 47			
		3 36			
Manor Farm LC (UWC) Baulkholme LC (UWC)		2 75			
		2 72 *			
Green Oak Golt LC (MCG) Mill Lane LC (UWC)		1 78 *			
		1 42			
		0 75			
Gilberdyke LC (UWC)		0 40 *			
		0 17 *			
		0 15 *			
Gilberdyke Jn SB		0 10 *			
		0 00			
			<div>To/From Hull LN898 seq 5</div> <div>40</div>		<div>Gilberdyke Jn SB</div>

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London North Eastern Route Sectional Appendix Module LN

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN914	002	Hull (Paragon) to Seamer West Jn	HBS	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Flemingate LC (RC)		8 02 *			<div> <div>AB</div> <div>RAE</div> </div> <div> <div>Beverley SB (BS)</div> <div>NRN</div> <div>069</div> </div> <p>Other crossings in this area</p> <p>T = Molescroft Grange UWC at 9 39</p> <p>T = Brumfields UWC at 10 09</p> <p>T = Park Cottage UWC at 10 14</p> <p>T = Arram Green UWC at 11 53</p> <p>T = Abbey Farm UWC at 15 04</p> <p>T = Low Green Farm UWC at 17 29</p>
Beverley LC (MCB)		8 16			
Beverley SB (BS)		8 16 *			
<b>BEVERLEY</b>		8 20			
		8 26 *			
Cherry Tree LC (CCTV)		8 39			
Beverley North LC (CCTV)		8 62			
<b>ARRAM</b>		11 16			
Arram LC (AHBC-X)		11 16			
Scarborough LC (AHBC-X)		12 24			
Lockington LC (AHBC-X)		12 74			
Beswick LC (AHBC-X)		13 53			
Kilnwick LC (AHBC-X)		14 01			
Watton LC (AHBC-X)		14 44			
Cranswick LC (AHBC-X)		16 18			
<b>HUTTON CRANSWICK</b>		16 21			
Hutton LC (AHBC-X)		16 73			

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN914	004	Hull (Paragon) to Seamer West Jn	HBS	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
					<div><div>AB</div><div>RA6</div></div> <div>Driffield SB (D)</div> <div>NRN</div> <div>069</div>
Bridlington SB (BN)		30 49 *			① - To/From Carriage Sidings ② - Secured out of use
		30 58			TCB
BRIDLINGTON		30 72			PP is authorised on Platform 6 for Class 1, 2 or 5 trains.
		30 77 *			PP is authorised on Platforms 4 and 5 for use in unplanned situations with Class 1, 2 or 5 trains. Drivers will be advised by the Signaller when this is required at signal BN65 (Platform 4) or BN108 (Platform 5)
Bridlington Quay LC (CCTV)		31 00 *			
		31 06			
		31 10 *			
		32 01 *			
Sewerby LC (AHBC)		32 35			
Flamborough LC (AHBC)		33 31			
Bempton Sands Lane LC (UWC)		34 19			
		34 30 *			
Bempton LC (AHBC)		34 43			
BEMPTON		34 43			
Buckton Lane LC (AHBC)		35 16 *			
			D/UB Down/Up Bridlington		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN914	005	Hull (Paragon) to Seamer West Jn	HBS	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Speeton LC (AHBC) Barf Farm LC (UWC)		37 34 39 53 40 53 *			<div>TCB RA6</div> <div>Bridlington SB (BN)</div> <div>NRN 069</div>
		41 01 *			D/UB = Down/Up Bridlington
		41 44 *			
Hunmanby Jn		41 47			
Hunmanby Station LC (ABCL-X)		41 49 *			
41 51					
<b>HUNMANBY</b>		41 53			DB = Down Bridlington
Hunmanby Sands Lane LC (ABCL-X)		41 72 *			
		42 27 *			
		42 33 *			
		42 47 *			Other crossings in this area
Royal Oak LC (AHBC-X)		43 04			T = Royal Oak Farm UWC 42 49
		43 40 *			T = Lowfield No.1 UWC 43 16
		44 20 *			T = Lowfield No.2 UWC 43 28
<b>FILEY</b>		44 30			UB = Up Bridlington
Filey LC (CCTV)		44 35			
Filey Jn		44 49			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN914	006	Hull (Paragon) to Seamer West Jn	HBS	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
					<div>TCB Seamer SB (SR) NRN</div> <div>RA6 066</div> <p>AWS not provided at Gristhorpe Gate box Down and Up semaphore Distant signals at 45 68 and 47 20 respectively</p> <p>Other crossings in this area T = East Lea UWC at 45 07 T = Grange Farm UWC at 45 26</p> <p>D/UB = Down/Up Bridlington</p> <p>DB = Down Bridlington</p> <p>UB = Up Bridlington</p>
Muston LC (AHBC)		44 50 *			
Gristhorpe LC (MCG)		44 58 * 45 41			
		46 39			
		46 40 *			
Lebberston Road LC (MCG)		46 72			
Cayton LC (AHBC)		48 19			
Grove Farm LC (UWC)		49 06			
Carr House Farm LC (UWC)		49 18			
Taylors LC (UWC)		49 48			
Seamer South Jn		49 77 *			
		50 36 *			
Seamer West Jn		50 43			
			To/From Scarborough LN880 seq 7		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN916	001	Hessle Road to Saltend	HJS	London North Eastern	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Hessle Road SB (HR)	0 00	<p>To/From Glibberdyke Jn LN898 seq 7</p> <p>To/From Walton Street Jn LN918 seq 1</p>	<p>TCB RAB</p> <p>Hessle Road SB (HR)</p> <p>NRN 069</p> <p>AWS not provided TPWS not provided</p>		
	0 06				
	0 08 *				
Springbank South Jn	0 77 *				
	0 78 4 59				
	4 37 *				
Springbank North Jn	4 19		<p>RA7</p>		

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN916	002	Hessle Road to Saltend	HJS	London North Eastern	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
HR 49 signal Sculcoates	2 25		<div> OT(S) Hessle Road SB (HR) <div> NRN 069 </div> </div> <p>Modified OTS HR49 signal (Sculcoates) to Dock Security Gates - See Local Instruction AWS not provided TPWS not provided</p> <p>① - Secured out of use ② - To/From B Quay</p> <p>③ - route mileage from Hessle Road, not milepost mileage All movements between Dock Security Gates and Saltend controlled by radio by Person In Charge at Dock Security Gates</p> <p>④ - To/From Hedon Road Sidings</p> <p>⑤ - To/From King George Dock</p> <p>⑥ - To/From Kingston Coal Terminal</p> <p>⑦ - To/From BP Chemicals</p>		
Hull River Swing Bridge	1 65 * 1 81 1 58 *				
	0 47 * 0 40 5 16 ③				
Dock Security Gates	6 73				
Hedon Road Sidings West	7 20				
Hedon Road Sidings East	7 50				
King George Dock	7 62 * 7 66 *				
Eastern Access LC (AOCL)	7 89 *				
Kingston Terminal Jn	7 70 7 72 *				
Saltend	8 56 ③				

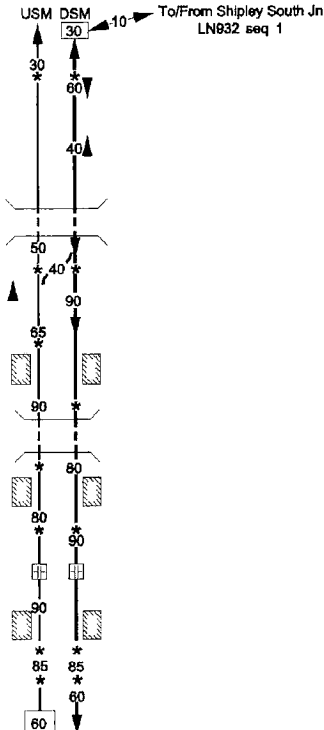
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN918	001	Springbank North Jn to Walton Street Jn	SPW	London North Eastern	02/12/06
Location		Mileage M    Ch	Running lines & speed restrictions		Signalling & Remarks
Springbank North Jn		1   54	<div>To/From Heasle Road LN916 seq 1</div> <div>25</div> <div>↓</div> <div>25</div> <div>To/From Hull LN914 seq 1</div>		<div>TCB</div> <div>RAB</div> <div>Heasle Road SB (HR)</div> <div>NRN</div> <div>069</div> <div>AWS not provided</div> <div>TPWS not provided</div>
Walton Street Jn		1   29			

London North Eastern Route Sectional Appendix Module LN

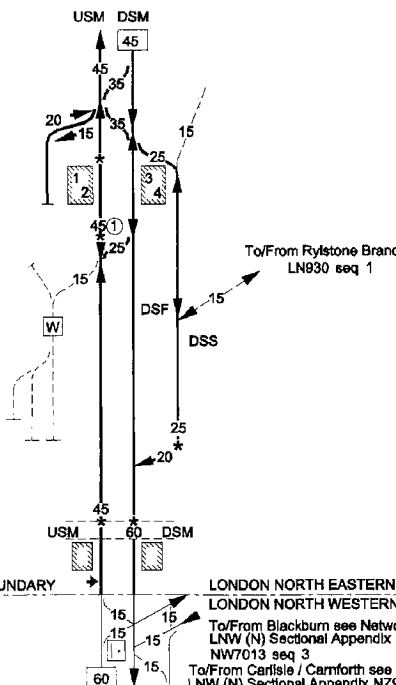
LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
LN920	001	Anlaby Road Jn to West Parade North Jn		AWP	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Anlaby Road Jn		0 00	<p>To/From Giberdyke Jn LN888 seq 8</p> <p>UP DN</p> <p>20</p>		<p>TCB RAB Hessle Road SB (HR)</p> <p>NRN C69</p>	
West Parade North Jn		0 24	<p>20</p> <p>To/From Beverley LN914 seq 1</p>			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN922	001	Whitehall West Jn to Hellfield South Jn	TJC3	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Whitehall West Jn		195 57	<div><div>To/From Leeds LN836 seq 7</div><div>To/From Engine Shed Jn or Leeds LN836 seq 7</div></div>		<div><div>TCB</div><div>RAB</div></div> <div><div>York SB (L)</div><div>AC: York ECR</div></div> <div><div>NRN</div><div>031</div></div>
		195 63 *	<div><div><div>UHA</div><div>35</div><div>25</div><div>50</div></div><div><div>DHA</div><div>35</div><div>25</div><div>50</div></div><div><div>USM</div><div>25</div><div>25</div><div>50</div></div><div><div>DSM</div><div>25</div><div>25</div><div>50</div></div></div>		
Armley TSL OHNS		196 13	<div><div><div>40</div><div>50</div></div><div><div>40</div><div>50</div></div><div><div>40</div><div>50</div></div><div><div>40</div><div>50</div></div></div>		<div>DSM = Down Shipley Main USM = Up Shipley Main DHA = Down Harrogate UHA = Up Harrogate</div>
Armley Jn		196 16	<div><div><div>40</div><div>50</div></div><div><div>40</div><div>50</div></div><div><div>40</div><div>50</div></div><div><div>40</div><div>50</div></div></div>		
		196 18	<div><div><div>40</div><div>50</div></div><div><div>40</div><div>50</div></div><div><div>40</div><div>50</div></div><div><div>40</div><div>50</div></div></div>		
	196 23	<div><div><div>40</div><div>50</div></div><div><div>40</div><div>50</div></div><div><div>40</div><div>50</div></div><div><div>40</div><div>50</div></div></div>			
	196 24	<div><div><div>40</div><div>50</div></div><div><div>40</div><div>50</div></div><div><div>40</div><div>50</div></div><div><div>40</div><div>50</div></div></div>			
	196 25 *	<div><div><div>40</div><div>50</div></div><div><div>40</div><div>50</div></div><div><div>40</div><div>50</div></div><div><div>40</div><div>50</div></div></div>			
		196 32 *	<div><div><div>40</div><div>50</div></div><div><div>40</div><div>50</div></div><div><div>40</div><div>50</div></div><div><div>40</div><div>50</div></div></div>		<div>TOWS from 196 34 to 221 13 - See Local Instruction DSM=Down Shipley Main</div>
	196 39	<div><div><div>40</div><div>50</div></div><div><div>40</div><div>50</div></div><div><div>40</div><div>50</div></div><div><div>40</div><div>50</div></div></div>			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN922	002	Whitehall West Jn to Hellfield South Jn	TJC3	London North Eastern	02/12/06
Location			Running lines & speed restrictions		Signalling & Remarks
		Mileage M Ch			
Kirkstall Loops OHNS		196 42 *			
		197 21			
Kirkstall Loops		197 34			
		198 00			
HABD		200 24 *			
		201 40			
		201 75 *			
Apperley Jn		202 00			
Apperley TSL OHNS		202 05 *			
		202 15			
Thackley Tunnel (1498 yards)		203 42 *			
		203 45			
		204 31			
		205 00 *			
Dockfield Jn		205 47			
		205 53 *			
Shipley East Jn		205 54			
<b>SHIPLEY</b>		205 72			
			<p>USM DSM</p> <p>40 50 80</p> <p>25 25</p> <p>UPL DPL</p> <p>25 80 25</p> <p>15</p> <p>90 90</p> <p>80 50</p> <p>To/From Ilkley LN924 seq 1</p> <p>75 75</p> <p>To/From Esholt Jn LN926 seq 1</p> <p>40 30 65 30</p> <p>To/From Bradford Forster Square LN928 seq 1</p> <p>30 30 30 30</p> <p>1 2</p> <p>80</p>		<p>NRN</p> <p>TCB York SB (L)</p> <p>RAB AC: York ECR</p> <p>031</p> <p>TOWS throughout - See Local Instruction</p> <p>DSM = Down Shipley Main</p> <p>USM = Up Shipley Main</p> <p>UPL = 518m / 1701 feet</p> <p>DPL = 518m / 1701 feet</p> <p>Other crossings in this area</p> <p>T Bridge 28A at 199 69</p> <p>T Bridge 32 at 201 19</p> <p>Maximum speed for all other trains is 35mph between Apperley Jn and Ilkley.</p> <p>T Bridge 38 (Apperley Viaduct) at 203 00 and 203 10</p> <p>① - Applies only to Class 1, 2 &amp; 5 trains.</p> <p>Other crossings in this area</p> <p>T Bridge 39 at 203 15</p> <p>T Bridge 40 at 203 29</p> <p>NOTE Bridge telephones are at both ends of bridge on Down Side</p> <p>② - Applies only to Class 1, 2 &amp; 5 trains. Maximum speed for all other trains is 35 mph between Dockfield Jn and Esholt Jn</p>

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated	
LN922	003	Whitehall West Jn to Hellfield South Jn	TJC3	London North Eastern	02/12/06	
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Shipley West Jn		206 00			<div>TCB RA8</div> <div>York SB (L) AC: York ECR</div> <div>NRN 031</div> <div>TOWS throughout - See Local Instruction</div> <div>USM = Up Shipley Main DSM = Down Shipley Main</div>	
		206 01 *				
Shipley Tunnel (50m / 55 yards)		206 06				
		206 09				
		206 25 *				
		206 49 *				
<b>SALTAIRE</b>		206 51				
		208 56 *				
Bingley Tunnel (138m / 151 yards)		208 56				
		208 63				
		208 63 *				
<b>BINGLEY</b>		208 68				
		209 11 *				
Bingley FS OHNS		209 21				
<b>CROSSFLATTS</b>		209 45				
		211 13 *				
		211 52 *				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated	
LN922	004	Whitehall West Jn to Hellifield South Jn	TJC3	London North Eastern	02/12/06	
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
<b>KEIGHLEY</b>		212 06			<div><div>TCB</div><div>RAB</div></div> <div><div>York SB (L)</div><div>AC: York ECR</div></div> <div><div>NRN</div><div>031</div></div>	
		212 22				
		212 87 *				
		Gotts LC (UWC)				
		213 15				
		Thompsons LC (UWC)				
		214 31				
		<b>STREETON AND SILSDEN</b>				
		215 04				
		Eastburn LC (UWC)				
215 55						
HABD						
Kildwick LC (CCTV)						
216 50						
216 52						
<b>CONONLEY</b>						
218 20						
Cononley LC (CCTV)						
218 22						
Shady Lane LC (UWC)						
218 52						
Pettys No.1 LC (UWC)						
218 60						
219 78 *						
220 02 *						
220 69 *						

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN922	005	Whitehall West Jn to Hellfield South Jn	TJC3 SKW1	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Skipton South Jn		221 00			<p>TCB RA8</p> <p>York SB (L) AC: York ECR</p> <p>to 225 04 Down/from 225 72 Up TOWS provided south of 221 13. See Local Instruction. PP is authorised in both directions in Platforms 2 and 3, and in the Down direction in Platform 4 for Class 1, 2, 5 and 0 trains</p> <p>① - Electric trains 25 mph. maximum speed</p> <p>USM = Up Shipley Main DSM = Down Shipley Main DSF = Down Shipley Fast DSS = Down Shipley Slow W = Washer</p> <p>NRN Channel Change at 228 40 Other crossings in this area T = Switches UWC at 230 06 T = Haw Lane UWC at 230 68</p>
<b>SKIPTON</b>		221 18 *			
		221 21			
		221 30 *			
Skipton Middle Jn		221 33			
Skipton North Jn		221 58 *			
		221 60			
Marshalls LC (UWC)		222 18 *			
Niffery LC (UWC)		222 50			
<b>GARGRAVE</b>		224 79			
HABD		226 59			
Network Rail Boundary LNE/LNW(N)		230 00			
Hellfield (South Jn)		231 14			
Hellfield SB		231 14			

LOR	Seq.	Line of Route Description	ELR		Route	Last Updated
LN924	001	Apperley Jn. to Ilkley	ILK1	ILK2	London North Eastern	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
Apperley Jn	202 3				<div> <div>TOWS</div> <div>RA7</div> </div> <div> <div>York SB (L)</div> <div>AC: York ECR</div> </div> <div> <div>NRN</div> <div>031</div> </div> <p>① applies only to Class 1, 2 &amp; 5 trains. 35mph Maximum speed all other trains between Apperley Jn. and Ilkley</p> <p>TOWS throughout. See Local Instruction.</p>	
Apperley Lane Tunnel (89m / 75 yards)	202 7 * 202 61 202 to 64					
Springs Jn	204 0 * 204 1					
Springs Tunnel (70m / 77 yards)	204 7 204 to 11					
Esholt Jn	204 32					
Greenbottom Tunnel (123m / 134 yards)	204 61 204 to 67					
<b>GUISELEY</b>	205 22 205 23 *					
<b>MENSTON</b>	206 53 206 70 *					
<b>BURLEY IN WHARFEDALE</b>	208 2					
Sun Lane LC (UWC)	208 50					

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN924	002	Apperley Jn. to Ilkley	ILK2	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
BEN RHYDDING				<div> <div>TOWS RA7</div> <div>York SB (L) AC: York ECR</div> <div>NRN 031</div> </div> <p>① applies only to Class 1,2 &amp; 5 trains All other trains 35 mph Maximum speed between Apperley Jn and Ilkley.</p> <p>TOWS throughout except in Ilkley Station platforms. - See Local Instruction.</p>	
		209 25 *			
		209 40 *			
		210 18 *			
		210 21			
		210 25 *			
		210 65 *			
		210 70			
		211 5 *			
		211 8			
		211 9 *			
ILKLEY		211 20			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN926	001	Dockfield Jn. to Esholt Jn.	GUE2	London North Eastern	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Dockfield Jn	3 41	<p>To/From Shipley see LN922 seq 2</p> <p>40 ①</p> <p>▲ 30</p> <p>*</p> <p>50 ①</p> <p>*</p> <p>50 ①</p> <p>▲ 60 ①</p> <p>*</p> <p>60 ①</p> <p>*</p> <p>60 ①</p> <p>*</p> <p>40 ①</p> <p>40 ①</p> <p>To/From Ilkley see LN924 seq 1</p>	<p>TOWS</p> <p>RA5</p> <p>York SB</p> <p>AC: York ECR</p> <p>NRN</p> <p>031</p> <p>TOWS throughout. - See Local Instruction.</p>		
	3 34 *		<p>① applies only to Class 1,2 &amp; 5 trains All other trains 35 mph Maximum speed. RA6 locos not to exceed 10 mph when passing over Bridge No.1 at 3 19.</p>		
<b>BAILDON</b>	2 29				
	2 16 *				
Baildon No.1 Tunnel (142m / 156 yards)	2 14 2 to 07				
Baildon No.2 Tunnel (250m / 274 yards)	2 03 1 to 71				
	1 70 *				
Esholt Tunnel (501m / 546 yards)	0 52 0 to 27				
	0 11 *				
Esholt Jn	0 00				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN928	001	Shipley East Jn. to Bradford Forster Square	SBF	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Shipley East Jn		205 54			<div> <div>TCB</div> <div>RAB</div> </div> <div> <div>York SB (L)</div> <div>AC: York ECR</div> </div> <div> <div>NRN</div> <div>031</div> </div> <p>① Crossley Evans Siding</p> <p>TOWS throughout except between 206 53 and 207 19 and in Bradford Forster Square Station Platforms. - See Local Instruction.</p> <p>DFSM = Down Forster Square Main UFSM = Up Forster Square Main</p> <p>② Permissible speed leaving Platform 1 along Down and Platform 2 along Up is 35mph.</p>
<b>SHIPLEY</b>		205 73			
Shipley South Jn		205 77 *			
		206 00			
		206 05 *			
<b>FRIZINGHALL</b>		206 67			
		206 08			
		206 26 *			
		206 38 *			
<b>BRADFORD FORSTER SQUARE</b>		206 50			

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LOR	Seq.	Line of Route Description	ELR		Route	Last Updated
LN930	001	Skipton Middle Jn. to Rylstone	SKS1	SKS2	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Skipton Middle Jn		221 33 222 68 222 60 *	<p>To/From Skipton see LN822 seq 5</p>		<div>TCB RA8</div> <div>York SB</div> <div>NRN 031</div> <p>AWS not provided at Rylstone LC Down and Up reflectorised Distant Boards at 5 05 and 5 33 respectively</p> <p>OTNS Skipton Middle Jn to Rylstone</p>	
Haw Bank Tunnel (201m / 220 yards)		221 7 220 77				
Embsey Jn (Former)		220 64 0 0 0 24 *				
Rylstone LC (TMO)		5 17				
Network Rail Boundary		6 50				
Tilcon Siding (End of Line)		7 9				

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
LN932	001	Shipley South Jn. to Shipley West Jn.		BIB	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Shipley South Jn		0 00	<p>To/From Bradford Forster Square see LN928 seq 1</p> <p>10</p>		<p>TCB RA8</p> <p>York SB (L) AC: York ECR</p> <p>NRN 031</p> <p>TPWS not provided</p>	
SHIPLEY		0 08	<p>6</p>			
Shipley West Jn		0 17	<p>10</p> <p>To/From Skipton see LN922 seq 3</p>			

**SPECIAL WORKING ARRANGEMENT**  
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**LN836 (DONCASTER, MARSHGATE JN TO NEVILLE HILL EAST JN)**

From	To	Type of Train	Line(s)	Remarks
Doncaster Down Decoy	Wabtec Wagon Works, Marshgate Jn	Freight and ECS Vehicles for repair	Direct	Trains not fitted throughout with the continuous brake may be worked in accordance with the General Instruction on this subject.

**Dated: 02/12/06**

**LN854 (HALL ROYD JN. TO SKELTON JN.)**

From	To	Type of Train	Line(s)	Remarks
Turners Lane Jn signal 1254	Kirkgate West Jn signal 1217 or 1219	All non-passenger traffic	Up L & Y (in up direction only through Platform 2). / Up Kirkgate Goods Loop	Trains or vehicles may be propelled in accordance with the Rule Book.
Kirkgate West Jn signal 1217 or 1219	Turners Lane Jn signal 1254	All non-passenger traffic	Down L & Y / Kirkgate Through, in down direction only,	Trains or vehicles may be propelled in accordance with the Rule Book.

**Dated: 02/12/06**

# ROUTE CLEARANCE

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## LONDON NORTH EASTERN

### GENERAL NOTES

Route clearance listed in these tables are a compendium of authorities for different classes of traction and rolling stock to operate over Network Rail London North Eastern Territory. Lines which are shown as running lines in the Sectional Appendix are included, but Sidings are excluded. Reference to the controller of the sidings **MUST** take place before planning to operate any class of vehicle not previously cleared.

The clearances take account of gauging restrictions and compatibility with signalling systems.

RA = Route Availability, the maximum axleweight which may operate over the named route without restriction. Locomotives and vehicles with a heavier rating **MAY** be permitted subject to restrictions and prior authority **MUST** be obtained from the Train Planning Manager, York in the form of an Exceptional Load form, (RT3973HAW), issued for each movement.

Exceptionally certain classes of traffic will be authorised over specific routes by the appropriate Engineer. Authority will be held for this traffic and published specifically by the Track Access Manager for the service(s) concerned. [Working Manual for Rail Staff, Freight Train Operations, (GO/RT3056) Section C Clause 1.4 refers].

### Electrical Multiple Unit Trains – All routes except LN3XXX series

It is not normal to consider the operation of electric units over non-electrical lines with incompatible systems. The exception to this is the 325 class units which may additionally operate as hauled stock over all routes which have been cleared for passenger stock provided the pantograph is locked down, and third rail shoes retracted. Only electrified lines are shown in these tables. Sectional Appendix Table 'A' line headings are retained in their entirety where only part of the route is electrified, so that consistency with Table 'A' can be maintained.

All routes are electrified on the 25kV A.C. overhead system, except between Drayton Park and Moorgate where the supply is 750V D.C. third rail. Only units of class 313 are permitted to operate between Drayton Park and Moorgate.

### TRAIN TO SHORE RADIO

Trains fitted with DOO(P) Cab Secure Radio must not operate over routes where Cab Secure Radio coverage is not available unless a suitable NRN or BRUNEL radio is available and working in the driving cab of the train.

### Diesel Locomotives – On LN3XXX series routes only

Where route clearances are published (indicated Y in the 'Route Availability Table' pages), these clearances apply to all running lines and loops on that line of route.

Where restrictions apply, these are indicated by 'R' in the 'Route Availability Table' followed by a number (e.g. R1) indicating the relevant restriction note.

Published clearances are shown for interim or full service operation.

Refer to the relevant NRAB certificate (or published special instructions in the Weekly Operating Notice, Special Traffic Notice or Special Notice for any additional routes cleared for test train operations or special movements).

All entries refer to both right and wrong line movements unless otherwise stated.

The Route Availability classification of a running line or loop also applies to a terminal or sidings connected thereto unless shown otherwise.

The attention of all concerned is drawn to the contents of Table 'A' drawings in this Appendix, where Permanent Speed Restrictions relating to the movement of locomotives, over particular sections of line are published.

**Table D1A – Route clearance of diesel multiple unit trains – all routes except LN3XXX series**

The notation used in the table is explained below:

- Y** This class permitted to operate over the route without restriction
- R** This class is permitted to operate over part or all of the route but restrictions apply. See notes column for details.
- N** This class is PROHIBITED throughout this route.
- This class has not been considered for this route, and specific clearance must be obtained before operating.

Class 325 EMU's are authorised to operate on all routes authorised for Class 150 Units subject to all restrictions applied to Class 150 Units on these routes.

**Note 1** – Class 325 EMU are restricted between Monkwearmouth and East Bolden. If it is necessary for a Class 325 unit to operate between these two locations the train will be signalled throughout the route as out of gauge with the special instructions issued to all Signal boxes concerned

Line of route	Line of Route / Sector Description	(VB)					(AB)								Notes
		101 - 127	141 - 144	150	153	155	156	158	159	165 - 166	170	185	220 - 221	222	
LN724	Holgate Jn. to Skelton Jn. via York Yard South.	Y	Y	Y	Y	Y	Y	Y	Y	Y	R1	Y	Y	Y	R1 Class 170 units authorised for empty coaching stock movements only.
LN836	Doncaster Marshgate Jn. to Neville Hill East Jn.	Y	Y	Y	R1	R1	Y	Y	Y	-	R2	Y	Y	Y	R1 Leeds platform 12 prohibited to Class 153, 155 units with deflated suspension. R2 Class 170 units authorised for Doncaster platforms 1, 3, 4, 5 and 9 only and Leeds platforms 8, 11, 15 and 16 only.
LN838	Leeds Armley Jn. to York Skelton Jn. via Harrogate	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	-	
LN840	Leeds Engine Shed Jn. to Whitehall East Jn.	Y	R1	R1	R1	R1	R1	R1	R1	Y	N	-	-		R1 Units in the series Class 14X and 15X may not be relied upon to operate track circuits unless regular and frequent traffic is operating on the route.

Line of route	Line of Route / Sector Description	(VB)					(AB)								Notes
		101 - 127	141 - 144	150	153	155	156	158	159	165 - 166	170	185	220 - 221	222	
LN842	Stainforth Jn. to Adwick Jn.	Y	R1	R1	R1	R1	R1	R1	R1	Y	N	Y	-		R1 Route not normally used by passenger stock. Units in the series Class14X and 15X may not be relied upon to operate track circuits unless regular and frequent traffic is operating on the route.
LN844	Applehurst Loop	Y	R1	R1	R1	R1	R1	R1	R1	Y	N	Y	-		R1 Route not normally used by passenger stock. Units in the series Class14X and 15X may not be relied upon to operate track circuits unless regular and frequent traffic is operating on the route.
LN846	Carcroft Jn. to Skellow Jn.	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	-	-		
LN848	Hare Park Jn. to Crofton West Jn.	Y	R1	R1	R1	R1	R1	R1	R1	Y	-	-	Y	Y	R1 Route not normally used by passenger stock. Units in the series Class14X and 15X units may not be relied upon to operate track circuits unless regular and frequent traffic is operating on the route.
LN850	Wakefield Westgate South Jn. to Wakefield Kirkgate West Jn.	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN852	Holbeck Jn. to Bradford Interchange	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	-	
LN854	Hall Royd Jn. to Skelton Jn.	Y	Y	Y	Y	Y	Y	Y	Y	-	R1	Y	R2	R2	R1 Class 170 authorised between Colton Jn and York Station platforms 3, 4 (including maintenance sidings), 5, 7, 9, 10 and 11 only.  R2 Class 220, Class 221 and Class 222 units are restricted to 20mph through platform 2 at Church Fenton. Class 222 authorised Horbury Jn to Skelton Jn.
LN858	Milner Royd Jn. to Bradford Mill Lane Jn.	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	-	
LN859	Greetland Jn to Dryclough Jn	-	Y	Y	Y	Y	Y	Y	Y	-	-	-	Y	-	

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		(VB)					(AB)										
Line of route	Line of Route / Sector Description	101 - 127	141 - 144	150	153	155	156	158	159	165 - 166	170	185	220 - 221	222	Notes		
LN860	Diggle Jn. to Heaton Lodge Jn.	Y	Y	Y	Y	Y	Y	Y	Y	-	-	R1	Y	-	Huddersfield platform 5 can only accommodate a single Class 153 unit or two cars of DMU(VB), 14X, 150, 150/1, 150/2.  R1 Class 185 units are prohibited in Huddersfield Platform 5.		
LN860	Heaton Lodge Jn. to Copley Hill East Jn.	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	-			
LN861	Bradley Jn to Bradley Wood Jn	-	Y	Y	Y	Y	Y	Y	Y	-	-	Y	Y	-			
LN862	Barnsley Station Jn. to Huddersfield	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	-	-	-			
LN864	Dewsbury Railway Street Branch	-	N	-	-	-	-	-	-	-	-	-	-	-			
LN868	Wincobank Jn. to Horbury Jn.	Y	Y	Y	Y	Y	Y	Y	Y	-	R1	-	Y	Y	R1 Class 170 units are restricted to 50mph inflated/30mph deflated suspension Down Line Chapeltown Station. Class 170 units prohibited north of Barnsley Station Junction.		
LN870	Turners Lane Jn. To Calder Bridge Jn.	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	-	Y	Y			
LN872	Altofts Jn. to Leeds West Jn.	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	Y			
LN874	Methley Jn. to Whitwood	Y	Y	Y	Y	Y	Y	Y	Y	N	-	Y	Y	-			
LN875	Castleford West Jn. to Cutsyke Jn.	Y	Y	Y	Y	Y	Y	Y	Y	N	-	-	Y	-			
LN875	Cutsyke Jn. to Pontefract West Jn.	Y	Y	Y	Y	Y	Y	Y	Y	N	-	-	Y	-			
LN876	Castleford East Jn. to Ledston	-	N	-	-	-	-	-	-	-	-	-	-	-			
LN878	Sherburn Jn. to Gascoigne Wood	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	-	Y	-			

Line of route	Line of Route / Sector Description	(VB)					(AB)								Notes
		101 - 127	141 - 144	150	153	155	156	158	159	165 - 166	170	185	220 - 221	222	
LN880	York to Scarborough	R	R	R	R	R	R	R	R	-	R	Y	-	R	R Scarborough Platform 3, Classes 142 - 144 and 150 units only permitted if vehicles stand adjacent to buffer stop when passengers are boarding / alighting, and must not exceed 3 vehicles.  Scarborough Platform 5 is available for Class 141-144, 158 & in an emergency Class 222 trains, but only at 5mph with the suspension inflated. Class 158 units are only permitted at a maximum of 5mph, with inflated suspension & a total of 3 cars in length. In an emergency Class 170 units are permitted to use Scarborough platforms 1, 2 and 4 only.
LN882	Wakefield Kirkgate West Jn. to Goole, Potters Grange Jn.	Y	Y	Y	Y	Y	Y	R1	R2	R2	-	-	R3	Y	R1 Class 158 units are prohibited between England Lane crossover (exclusive) and Goole Potters Grange Jn.
LN884	Oakenshaw South Jn. to Oakenshaw Jn.	-	-	-	-	-	-	-	-	-	-	-	-		
LN886	Monk Bretton Loop to Crofton East Jn.	-	-	-	-	-	-	-	-	-	-	-	Y	Y	
LN888	Shaftholme Jn. to Ferrybridge North Jn.	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	-	Y	Y	
LN892	Pontefract East Jn to Ferrybridge South Jn	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	-	-	Y	
LN894	Knottingley South Jn. to Knottingley East Jn.	Y	-	Y	Y	Y	Y	Y	Y	Y	-	-	-		
LN896	Drax Power Station Branch.	-	N	N	N	N	N	N	N	N	-	-	-		
LN898	Neville Hill East Jn. to Hull (Platforms 3, 4, 5, and 7)	Y	Y	Y	Y	Y	Y	Y	Y	-	R1	R2	R3	R4	R1 Class 170 units authorised between Selby South Jn and Hull Paragon, and Hull Paragon platforms 4 and 5 only.  R2 Class 185 units are prohibited in Hull Station Siding A.

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Line of route	Line of Route / Sector Description	(VB)					(AB)								Notes
		101 - 127	141 - 144	150	153	155	156	158	159	165 - 166	170	185	220 - 221	222	
LN898	Neville Hill East Jn. to Hull (Platforms 3, 4, 5, and 7)	Y	Y	Y	Y	Y	Y	Y	Y	-	R1	R2	R3	R4	R3 Class 220 units authorised between Neville Hill East Jn and Selby West Jn only. R4 Class 222 between Selby (exclusive) and Giberdyke Jn must be planned to operate as a non-stop train.
LN898	Hull (Platform 1)	N	N	N	N	N	N	N	N	N	N	-	-	N	Hull Platform 1 prohibited to all stock.
LN898	Hull (Platforms 2 and 6)	Y	Y	Y	R1	R1	Y	Y	Y	-	R2	R3	-	Y	R1 Hull, Platform 2 and 6 prohibited to classes 153, 155, with deflated suspension. R2 Class 170 units authorised to use platforms 4 and 5 only. R3 Class 185 units are prohibited in the last 30 metres of Hull Platform 2.
LN900	Neville Hill West Jn. to Hunslet East	-	-	-	-	-	-	-	-	-	-	-	-	-	
LN902	Micklefield Jn. to Church Fenton North Jn.	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	Y	
LN904	Hambleton South Jn. to Hambleton West Jn.	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	Y	
LN906	Hambleton East Jn. to Hambleton North Jn.	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	Y		
LN908	Selby West Jn. to Canal Jn.	Y	-	Y	Y	Y	Y	Y	Y	Y	-	-	Y		
LN910	Temple Hirst Jn. to Selby South Jn.	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	R1	Y	R1 Class 220 units authorised between Temple Hirst Jn and Canal Jn only.
LN912	Thorne Jn. to Giberdyke Jn.	Y	Y	Y	Y	Y	Y	Y	Y	Y	R1	Y	-	Y	R1 Class 170 units are restricted to 50 mph through Thorne North Up Platform.
LN914	Hull (Platforms 2 to 7) to Bridlington (Platforms 4 and 5)	Y	Y	Y	R1	R1	Y	Y	Y	-	R2	-	-	-	R1 Hull Platform 2 and 6 prohibited to Classes 153, 155 with deflated suspension. R2 Class 170 units authorised to use Hull platforms 4 and 5 only.

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Line of route	Line of Route / Sector Description	(VB)					(AB)								Notes
		101 - 127	141 - 144	150	153	155	156	158	159	165 - 166	170	185	220 - 221	222	
LN914	Bridlington to Seamer West. Jn	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	R1	-	R2	R1 Class 185 are permitted between Filey & Seamer West Jn only. R2 Class 222 cleared from Hull to Walton Street Junction ONLY, including into/off Botanic Gardens depot.
LN914	Bridlington Platform 6	Y	Y	Y	R1	R1	Y	Y	N	-	-	-	-	-	R1 Bridlington, Platform 6 prohibited to Class 159, Classes 153, with deflated suspensions prohibited.
LN914	Bridlington Platform 7	R	R	R	R	R	R	R	R	-	-	-	-	-	R Bridlington Platform 7 prohibited to all loaded passenger trains and Classes 153, 155 units with deflated suspensions prohibited.
LN914	Bridlington Platform 8	N	N	N	N	N	N	N	N	N	-	-	-	-	All passenger stock prohibited in Bridlington Platform 8 (Secured out of use).
LN916	Hessle Road to Springbank North Jn.	Y	-	Y	Y	Y	Y	Y	Y	Y	-	-	-	-	
LN916	Springbank North Jn. to Saltend	-	N	-	-	-	-	-	-	-	-	-	-	-	
LN918	Springbank North Jn. to Walton Street Jn	Y	-	Y	Y	Y	Y	Y	Y	Y	-	-	-	-	
LN920	Anlaby Road Jn. to West Parade North Jn.	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	
LN922	Whitehall West Jn. to Skipton	Y	Y	Y	Y	Y	Y	Y	Y	-	-	R1	Y	-	R1 Class 185 are permitted between Whitehall West Jn & Armley Jn only.
LN922	Skipton to Hellfield South Jn.	Y	Y	Y	Y	Y	Y	Y	Y	N	-	-	Y	-	
LN924	Apperley Jn. to Ilkley	Y	Y	Y	N	N	Y	R1	R1	N	-	-	-	-	R1 Class 158 & 159 prohibited Guiseley Station (excl) to Ilkley.
LN926	Dockfield Jn. to Esholt Jn.	Y	Y	Y	N	N	Y	Y	Y	N	-	-	-	-	
LN928	Shipley East Jn. to Bradford Forster Square	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	-	-	-	
LN930	Skipton Middle Jn to Rylstone	-	-	-	-	-	-	-	-	-	-	-	-	-	
LN932	Shipley South Jn. to Shipley West Jn.	Y	Y	Y	N	N	Y	Y	Y	N	-	-	-	-	

**Table D2A – Route clearance of electric multiple unit trains – all routes except LN3XXX series**

The notation used in the table is explained below:

**Y** This class permitted to operate over the route without restriction

**R** This class is permitted to operate over part or all of the route but restrictions apply. See notes column for details.

**N** This class is PROHIBITED throughout this route.

- This class has not been considered for this route, and specific clearance must be obtained before operating. To be read in conjunction with the "General Notes"

**(1) Note 1** – 313 & 317 units are prohibited from being operated in DOO(P) mode north of Peterborough, and must carry an NRN radio.

**(2) Note 2** – 313 PROHIBITED between St. Neots and Retford, unless Tripcock & Shoe gear removed.

**(3) Note 3** – 323 units equipped with Cab Secure Radio must also carry a working NRN or BRUNEL radio in the driving cab when operating over this route. The train must not operate in DOO(P) mode a guard must be provided.

**(4) Note 4** – Class 325 EMU may operate as hauled stock on routes authorised for Classes 317,318,319,320,321,322,455 and 456 over electrified routes and routes authorised for Class 150 DMU's over non-electrified routes over which passenger stock has been accepted. The pantograph must be locked down and shoe gear retracted before the movement starts. Class 325 units are subject to all restrictions applied to these classes on these routes.

Line of route	Line of Route / Sector Description	302 - 307	309 - 312	313 (1) (2)	314 - 315 (1)	317 (1)	318	319	321	322	323 (3)	325	333	357	365 (4)	Notes
LN724	York Holgate Jn. to Skelton Jn. via York Yard South.	Y	Y	Y	Y	Y	Y	N	Y	Y	-	Y			N	
LN836	Doncaster Marshgate Jn. to Neville Hill East Jn. (NOTE: Route electrified to Neville Hill West Jn only)	R1	R1	R1	R1	R1	R1	N	R1	R1	R1 R2	R1	R1 R3		-	<p>R1 Electric trains cannot work over the Up/Down Main crossover at Winterset, and between Neville Hill West and East Jns.</p> <p>R2 Class 323 prohibited in Leeds platform 12 with deflated suspension.</p> <p>323 units equipped with Cab Secure Radio must also carry a working NRN or BRUNEL radio in the driving cab when operating over this route, the train must not operate in DOO(P) mode and a guard must be provided.</p>

Line of route	Line of Route / Sector Description	302 - 307	309 - 312	313 (1) (2)	314 - 315	317 (1)	318	319	321	322	323 (3)	325	333	357	365 (4)	Notes
LN836	Doncaster Marshgate Jn. to Neville Hill East Jn. - Continued (NOTE: Route electrified to Neville Hill West Jn only)	R1	R1	R1	R1	R1	R1	N	R1	R1	R1 R2	R1	R1 R3		-	R3 A 4-car Class 333 EMU is permitted to operate in passenger service on the Doncaster-Leeds route but may only operate from Doncaster platforms 1, 3, 4, 7 and 8 and must call at the following stations which have short platforms:- South Elmsall, Fitzwilliam, Sandal & Agbrigg and Outwood. A 4-car Class 333 EMU is also permitted to operate on ECS workings on this route.  No Class 333 may work in multiple with another Class 333 except in the following circumstances: For assistance of a failed unit, ECS movements or shunting in Leeds Neville Hill Traincare facility, a single unit may haul or propel a second unit. The second unit shall have its pantograph lowered & locked down.
LN836	Whitehall West Jn to Holbeck Jn to Copley Hill West Jn.	-	-	-	-	-	-	-	-	-	-	-	Y		-	
LN854	Hall Royd Jn. to Skelton Jn. (via Wakefield Kirkgate and Castleford), [NOTE: Route electrified between Colton Jn. and Skelton Jn. only]	Y	Y	Y	Y	Y	Y	N	Y	Y	-	Y	-		-	
LN922	Whitehall West Jn. to Hellfield South Jn. (NOTE: Route electrified to Skipton only)	-	-	-	-	-	-	-	Y	-	-	Y	Y		-	
LN924	Apperley Jn. to Ilkley	-	-	-	-	-	-	-	Y	-	-	-	Y		-	
LN926	Dockfield Jn. to Esholt Jn.	-	-	-	-	-	-	-	Y	-	-	-	Y		-	
LN928	Shipley East to Bradford Forster Square	-	-	-	-	-	-	-	Y	-	-	-	Y		-	
LN932	Shipley South Jn to Shipley West Jn.	-	-	-	-	-	-	-	Y	-	-	-	Y		-	

## Table D3A – Route clearance of coaching stock – all routes except LN3XXX series

The three types of coaching stock referred to in this table are:-

**C1 =** The standard passenger coaching stock gauge for Mark 1 coaches with 9'0" wide bodywork and 64'6" or (57') long underframes. Mark 2 coaches also conform to this profile.

**C3 =** The standard profile for Mark 3 coaching stock which is 23 metres (75') long overall. HST (class 253/254) stock conforms to this gauge.

**Mk 4 =** Normally operates as part of the GNER, 1C225 fleet in fixed formation trains

References to AC in the comments column refer to the following classes of electric locomotives 86, 87, 90 and 91.

The notation used in the table is explained below:

**Y** This class permitted to operate over the route without restriction

**R** This class is permitted to operate over part or all of the route but restrictions apply. See notes column for details.

**N** This class is PROHIBITED throughout this route.

**-** This class has not been considered for this route, and specific clearance must be obtained before operating. To be read in conjunction with the "General Notes"

Line of route	Line of Route / Sector Description	C1	C3	MK4	Notes
LN724	Holgate Jn to Skelton Jn via York Yard South	Y	Y	Y	
LN836	Doncaster Marshgate Jn to Hare Park Jn	Y	Y	R1	R1 AC+MK4 trains must not use unwired main to main crossover at Winterset.
LN836	Hare Park Jn to Whitehall East Jn	Y	Y	Y	
LN836	Whitehall East Jn to Neville Hill East Jn	Y	Y	Y	
LN838	Leeds Armley Jn to York Skelton Jn via Harrogate	Y	Y	R1	R1 AC+MK4 cleared between Leeds Armley Jn and Harrogate only.
LN840	Leeds Engine Shed Jn to Whitehall East Jn	Y	Y	Y	
LN842	Stainforth Jn to Adwick Jn	Y	Y	-	
LN844	Applehurst Loop	Y	Y	-	
LN846	Carcroft Jn to Skellow Jn	Y	Y	-	
LN848	Hare Park Jn to Crofton West Jn	Y	Y	Y	
LN850	Wakefield Westgate South Jn to Wakefield Kirkgate West Jn	Y	Y	Y	
LN852	Holbeck Jn to Bradford Interchange	Y	Y	Y	

Line of route	Line of Route / Sector Description	C1	C3	MK4	Notes
LN854	Hall Royd Jn to 50m 31ch/184m 56ch former Goose Hill	Y	Y	Y	
LN854	50m 31ch/184m 56ch former Goose Hill to Altofts Jn	Y	Y	Y	
LN854	Altofts Jn to Skelton Jn	Y	Y	Y	
LN854	Holgate Jn to Skelton Jn via York Yard South	Y	Y	Y	
LN858	Milner Royd Jn to Bradford Mill Lane Jn	R	R	-	
LN859	Greetland Jn to Dryclough Jn	Y	Y	-	
LN860	Diggle Jn to Heaton Lodge Jn	Y	Y	-	
LN860	Heaton Lodge Jn to Copley Hill East Jn	Y	Y	-	
LN861	Bradley Jn to Bradley Wood Jn	Y	Y	-	
LN862	Barnsley Station Jn to Lockwood	Y	Y	-	
LN862	Lockwood to Huddersfield	N	-	-	
LN864	Dewsbury Railway Street Branch	-	-	-	
LN868	Wincobank Jn to Barnsley Station Jn	Y	Y	-	
LN868	Barnsley Station Jn to Horbury Jn	Y	Y	-	
LN870	Wakefield Turners Lane Jn to Calder Bridge Jn	Y	Y	-	
LN872	Altofts Jn to Leeds West Jn	Y	Y	-	
LN874	Methley Jn to Whitwood Jn	Y	Y	-	
LN875	Castleford West Jn to Pontefract West Jn	Y	Y	-	
LN876	Castleford East Jn to Ledston	-	-	-	
LN878	Sherburn Jn to Gascoigne Wood	Y	Y	Y	
LN880	York (Platforms 4 & 5) to Scarborough (Platforms 1, 2 and 4)	Y	Y	-	Scarborough Platform 5 prohibited to all hauled coaching stock.
LN880	Scarborough (Platform 3)	R1	Y	-	R1 C1 stock prohibited in Passenger service.
LN880	York (Platform 2 and Inspection Siding)	Y	Y	-	
LN882	Wakefield Kirkgate West Jn to Goole, Potters Grange Jn	Y	Y	R1	R1 AC+MK4 and Class 89 loco's are cleared only between Wakefield Kirkgate and Knottingley West Jn. Not considered rest of route.
LN884	Oakenshaw South Jn to Oakenshaw Jn	-	-	-	
LN886	Monk Bretton Loop to Crofton East Jn	Y	Y	-	

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Line of route	Line of Route / Sector Description	C1	C3	MK4	Notes
LN888	Shaftholme Jn to Ferrybridge North Jn	Y	Y	R1	R1 AC+MK4 are cleared only between Shaftholme Jn and Knottingley West Jn. Not considered rest of route.
LN892	Pontefract East Jn to Ferrybridge South Jn	-	-	-	
LN894	Knottingley South Jn to Knottingley East Jn	Y	Y	-	
LN896	Drax Power Station Branch	-	-	-	
LN898	Neville Hill East Jn to Hull (Platforms 2 to 7)	Y	Y	R1	R1 MK4 are cleared Neville Hill East Jn and Selby West Jn. Not considered rest of route. Class 67's restricted to 60mph.
LN900	Neville Hill West Jn to Hunslet East	-	-	-	
LN902	Micklefield Jn to Church Fenton North Jn	Y	Y	Y	
LN904	Hambleton South Jn to Hambleton West Jn	Y	Y	Y	
LN906	Hambleton East Jn to Hambleton North Jn	Y	Y	Y	
LN908	Selby West Jn to Canal Jn	Y	Y	Y	
LN910	Temple Hirst Jn to Selby South Jn	Y	Y	Y	
LN912	Thorne Jn to Gilberdyke Jn	Y	Y	-	
LN914	Hull (Platforms 2 to 7) to West Parade North Jn	Y	Y	-	
LN914	West Parade North Jn to Walton Street Jn	Y	Y	-	
LN914	Walton Street Jn to Seamer West Jn	Y	Y	-	
LN916	Hessle Road to Springbank North Jn	Y	Y	-	
LN916	Springbank North Jn to Saltend	-	-	-	
LN918	Springbank North Jn to Walton Street Jn	Y	Y	-	
LN920	Anlaby Road Jn to West Parade North Jn	Y	Y	-	
LN922	Whitehall West Jn to Skipton	Y	Y	R	
LN922	Skipton to Hellifield South Jn	Y	Y	-	
LN924	Apperley Jn to Ilkley	Y	Y	-	
LN926	Dockfield Jn to Esholt Jn	Y	Y	-	
LN928	Shipley East Jn to Bradford Forster Square	Y	Y	Y	

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Line of route	Line of Route / Sector Description	C1	C3	MK4	Notes
LN930	Skipton Middle Jn to Rylstone	Y	Y	-	
LN932	Shipley South Jn to Shipley West Jn	Y	Y	N	

**Table D4A – Route clearance of diesel locomotives – all routes except LN3XXX series**

The notation used in the table is explained below:

**Y** This class permitted to operate over the route without restriction

**R** This class is permitted to operate over part or all of the route but restrictions apply. See notes column for details.

**N** This class is PROHIBITED throughout this route.

**-** This class has not been considered for this route, and specific clearance must be obtained before operating. To be read in conjunction with the "General Notes"

**RA** Route Availability

Line of route	Line of Route / Sector Description	RA	37/0 to 6	37/7 to 9	43	47	56	57	58	60	59 / 66	67	73	Notes
LN724	Holgate Jn. to Skelton Jn. via York Yard South.	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN836	Doncaster Marshgate Jn to Hare Park Jn	9	Y	Y	Y	Y	Y		Y	Y	Y	Y	Y	
LN836	Hare Park Jn to Whitehall East Jn	9	Y	Y	Y	Y	Y		Y	Y	Y	Y	Y	
LN836	Whitehall East Jn to Neville Hill East Jn	9	Y	Y	Y	Y	Y		Y	Y	Y	Y	Y	
LN838	Leeds Armley Jn to York Skelton Jn via Harrogate	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	R1	Y	R1 Class 67's are restricted to 60mph.
LN840	Leeds Engine Shed Jn to Whitehall East Jn	8	Y	Y	Y	Y	Y		Y	Y	Y	Y	Y	
LN842	Stainforth Jn to Adwick Jn	8	Y	Y	Y	Y	Y		Y	Y	Y	Y	Y	
LN844	Applehurst Loop	9	Y	Y	Y	Y	Y		Y	Y	Y	Y	Y	
LN846	Carcroft Jn to Skellow Jn	9	Y	Y	Y	Y	Y		Y	Y	Y	Y	Y	
LN848	Hare Park Jn to Crofton West Jn	8	Y	Y	Y	Y	Y		Y	Y	Y	Y	Y	
LN850	Wakefield Westgate South Jn to Wakefield Kirkgate West Jn	9	Y	Y	Y	Y	Y		Y	Y	Y	Y	Y	
LN852	Holbeck Jn to Bradford Interchange	8	Y	Y	Y	Y	Y		Y	Y	Y	Y	Y	
LN854	Hall Royd Jn to 50m 31ch/184m 56ch former Goose Hill	9	Y	Y	Y	Y	Y		Y	Y	Y	R1	Y	R1 Class 67's are restricted to 60mph.
LN854	50m 31ch/184m 56ch former Goose Hill to Altofts Jn	8	Y	Y	Y	Y	Y		Y	Y	Y	Y	Y	
LN854	Altofts Jn to Skelton Jn	9	Y	Y	Y	Y	Y		Y	Y	Y	R1	Y	R1 Class 67's are restricted to 60mph.

London North Eastern Route Sectional Appendix Module LN7

Line of route	Line of Route / Sector Description	RA	37/0 to 6	37/7 to 9	43	47	56	57	58	60	59 / 66	67	73	Notes
LN854	Holgate Jn to Skelton Jn via York Yard South	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN858	Milner Royd Jn to Bradford Mill Lane Jn	8	R1  R2	R1  R2	R1	R1	R1		R1	R1	R1	R1	R1	R1 All locomotives are restricted to 10mph over bridge MRB/58 between 39m 50ch & 39m 56ch.  R2 Class 37 locomotives with roof mounted air horns must not exceed 5mph when passing in the Down direction under bridge No. 10 at 31m 70ch.
LN859	Greetland Jn to Dryclough Jn	8	Y	Y	Y	Y	Y		Y	Y	Y	Y	Y	
LN860	Diggle Jn to Heaton Lodge Jn	9	Y	Y	Y	Y	Y		R1	Y	Y	R2	Y	R1 Class 58 locomotives are prohibited on the Down line from Diggle to Huddersfield.  R2 Class 67's are restricted to 60mph.
LN860	Heaton Lodge Jn to Copley Hill East Jn	8	R1	R1	R1	R1	R1		R1	R1	R1	R1	R1	R1 All locomotives are restricted to 10mph over bridges MDL 1-13 (at 33m 33ch) and MDL 1-15 (at 33m 44ch).  R2 Class 67's are restricted to 60mph.
LN861	Bradley Jn to Bradley Wood Jn	8	Y	Y	Y	Y	Y		Y	Y	Y	Y	Y	
LN862	Barnsley Station Jn to Lockwood	8	Y	Y	Y	Y	Y		Y	Y	Y	Y	Y	
LN862	Lockwood to Huddersfield	2	N	N	N	N	N		N	N	N	-	N	On track machines generating up to RA3 are permitted over Paddock Viaduct.
LN864	Dewsbury Railway Street Branch	6	Y	Y	Y	Y	Y		Y	Y	Y	-	Y	

ndon North Eastern Route Sectional Appendix Module LN.

Line of route	Line of Route / Sector Description	RA	37/0 to 6	37/7 to 9	43	47	56	57	58	60	59 / 66	67	73	Notes
LN868	Wincobank Jn to Barnsley Station Jn	8	R1	R1	R	R2	R1	Y	R1	R1	R2	R	Y	R1 Class 56, 58 and 60 locomotives and Class 37 locomotives with roof-mounted horns are prohibited in both directions between Elsecar and Wombwell stations.  R2 Class 37 (without roof mounted horns) and Class 47, 59 and 66 locomotives are restricted to 5mph through Bridge No. 57 at 170m 40ch on the Up line, and 5mph through Bridge No. 51 at 169m 50ch on the Down line.
LN868	Barnsley Station Jn to Horbury Jn	7	Y	Y	Y	Y	Y	Y	Y	R1	Y	Y	Y	R1 Class 60 locomotives are permitted subject to a 10mph speed restriction over Bridge No. 4 between Craggstone and Horbury Jn.
LN870	Wakefield Turners Lane Jn to Calder Bridge Jn	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN872	Altofts Jn to Leeds West Jn	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	R1	Y	R1 Class 67's are restricted to 60mph.
LN874	Methley Jn to Whitwood Jn	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN875	Castleford West Jn to Pontefract West Jn	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN876	Castleford East Jn to Ledston	-	-	-	-	-	-	-	-	-	-	-	-	Not in use.
LN878	Sherburn Jn to Gascoigne Wood	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN880	York (Platforms 4 & 5) to Scarborough (Platforms 1, 2 and 4)	8	Y	Y	Y	Y	Y	Y	Y	Y	R	R1	Y	R1 Class 67's are restricted to 60mph.  Scarborough Platform 5 prohibited to all hauled coaching stock.
LN880	Scarborough (Platform 3)	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN880	York (Platform 2 and Inspection Siding)	3	N	N	N	N	N	N	N	N	N	N	N	
LN882	Wakefield Kirkgate West Jn to Goole, Potters Grange Jn	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN884	Oakenshaw South Jn to Oakenshaw Jn	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	

London North Eastern Route Sectional Appendix Module LN7

Line of route	Line of Route / Sector Description	RA	37/0 to 6	37/7 to 9	43	47	56	57	58	60	59 / 66	67	73	Notes
LN886	Monk Bretton Loop to Crofton East Jn	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN888	Shaftholme Jn to Ferrybridge North Jn	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN892	Pontefract East Jn to Ferrybridge South Jn	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN894	Knottingley South Jn to Knottingley East Jn	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN896	Drax Power Station Branch	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN898	Neville Hill East Jn to Hull (Platforms 2 to 7)	8	Y	Y	Y	Y	Y	Y	Y	Y	R1	R2	Y	R1 Class 66 locomotives are restricted to 5mph under Bridge No.2. R2 Class 67's restricted to 60mph.
LN900	Neville Hill West Jn to Hunslet East	10	Y	Y	Y	Y	Y		Y	Y	Y	Y	Y	
LN902	Micklefield Jn to Church Fenton North Jn	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	R1	Y	R1 Class 67's restricted to 60mph.
LN904	Hambleton South Jn to Hambleton West Jn	10	Y	Y	Y	Y	Y	Y	Y	Y	Y	R1	Y	R1 Class 67's restricted to 60mph.
LN906	Hambleton East Jn to Hambleton North Jn	10	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN908	Selby West Jn to Canal Jn	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN910	Temple Hirst Jn to Selby South Jn	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	R1	Y	R1 Class 67's restricted to 60mph.
LN912	Thorne Jn to Gilberdyke Jn	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	R1	Y	R1 Class 67's restricted to 60mph.
LN914	Hull (Platforms 2 to 7) to West Parade North Jn	8	Y	Y	Y	Y	Y	Y	Y	Y	R1	Y	Y	R1 Class 66 locomotives are prohibited from passing under Bridge No.2 at 0m 45ch.
LN914	West Parade North Jn to Walton Street Jn	7	Y	Y	Y	Y	Y	Y	Y	-	Y	N	Y	
LN914	Walton Street Jn to Seamer West Jn	6	Y	Y	Y	Y	Y	Y	Y	N	R1	N	Y	R1 Class 66 Locomotives are restricted to 10mph over bridges HBS/11 at 12m 17ch, HBS/33 at 42m 02ch and HBS/36 at 42m 8ch. Refer to Local Instructions.
LN916	Hessle Road to Springbank North Jn	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	

London North Eastern Route Sectional Appendix Module LN.

Line of route	Line of Route / Sector Description	RA	37/0 to 6	37/7 to 9	43	47	56	57	58	60	59 / 66	67	73	Notes
LN916	Springbank North Jn to Saltend	7	Y	Y	Y	Y	Y	Y	Y	R1	Y	Y	R1	R1 Class 60's and Class 67's are restricted to: 10 mph over bridges HJS 10 -12 and HJS 16. 20 mph over bridges HJS 13 and 18. 15 mph over bridge HJS 21
LN918	Springbank North Jn to Walton Street Jn	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN920	Anlaby Road Jn to West Parade North Jn	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN922	Whitehall West Jn to Skipton	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	R1	Y	R1 Class 67's are restricted to 60mph.
LN922	Skipton to Hellifield South Jn	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN924	Apperley Jn to Ilkley	7	Y	Y	Y	Y	Y	Y	Y	N	Y	N	Y	
LN926	Dockfield Jn to Esholt Jn	5	Y	Y	N	N	N	N	N	-	N	-	N	
LN928	Shipley East Jn to Bradford Forster Square	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN930	Skipton Middle Jn to Rylstone	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN932	Shipley South Jn to Shipley West Jn	8	Y	Y	Y	Y	Y		Y	Y	Y	Y	Y	

## Table D4G – Route clearance of electric locomotives – all routes except LN3XXX series

### General Notes

The notation used in the table is explained below:

- Y** This class permitted to operate over the route without restriction
- R** This class is permitted to operate over part or all of the route but restrictions apply. See notes column for details.
- N** This class is PROHIBITED throughout this route.
- This class has not been considered for this route, and specific clearance must be obtained before operating.
- RA** Route Availability

A.C. Electric locomotives may be hauled with the pantograph locked down or removed on routes other than those indicated in this table.

Line of route	Line of Route / Sector Description	RA	86	87	89	90	91	92	Notes
LN724	Holgate Jn. to Skelton Jn. via York Yard South.	9	Y	Y	-	Y	Y	Y	
LN836	Doncaster Marshgate Jn to Hare Park Jn	9	R1	R1	R1	R1	R1	R1	R1 Electric trains must not use unwired main to main crossover at Winterset.
LN836	Hare Park Jn to Whitehall East Jn	9	Y	Y	Y	Y	Y	Y	
LN836	Whitehall East Jn to Neville Hill East Jn	9	Y	Y	Y	Y	Y	Y	
LN838	Leeds Armley Jn to York Skelton Jn via Harrogate	8	R1	R1	-	R1	R1	-	R1 Locomotives and MK4 coaching stock cleared between Leeds Armley Jn and Harrogate only.
LN840	Leeds Engine Shed Jn to Whitehall East Jn	8	Y	Y	Y	Y	Y	Y	
LN842	Stainforth Jn to Adwick Jn	8	-	-	-	-	-	-	
LN844	Applehurst Loop	9	-	-	-	-	-	-	
LN846	Carcroft Jn to Skellow Jn	9	-	-	-	-	-	-	
LN848	Hare Park Jn to Crofton West Jn	8	Y	Y	Y	Y	Y	Y	
LN850	Wakefield Westgate South Jn to Wakefield Kirkgate West Jn	9	Y	Y	-	Y	Y	-	
LN852	Holbeck Jn to Bradford Interchange	8	R	R	R1	R	R	R1	R1 Class 89 and 92 authorised for diversionary route only.
LN854	Hall Royd Jn to 50m 31ch/184m 56ch former Goose Hill	9	Y	Y	-	Y	Y	-	

ndon North Eastern Route Sectional Appendix Module LN

Line of route	Line of Route / Sector Description	RA	86	87	89	90	91	92	Notes
LN854	50m 31ch/184m 56ch former Goose Hill to Altofts Jn	8	Y	Y	-	Y	Y	-	
LN854	Altofts Jn to Skelton Jn	9	Y	Y	-	Y	Y	-	
LN854	Holgate Jn to Skelton Jn via York Yard South	9	Y	Y	-	Y	Y	Y	
LN858	Milner Royd Jn to Bradford Mill Lane Jn	8	-	-	-	-	-	-	
LN859	Greetland Jn to Dryclough Jn	8	-	-	-	-	-	-	
LN860	Diggle Jn to Heaton Lodge Jn	9	-	-	-	-	-	-	
LN860	Heaton Lodge Jn to Copley Hill East Jn	8	-	-	-	-	-	-	
LN861	Bradley Jn to Bradley Wood Jn	8	-	-	-	-	-	-	
LN862	Barnsley Station Jn to Lockwood	8	-	-	-	-	-	-	
LN862	Lockwood to Huddersfield	2	-	-	-	-	-	-	On track machines generating up to RA3 are permitted over Paddock Viaduct.
LN864	Dewsbury Railway Street Branch	6	-	-	-	-	-	-	
LN868	Wincobank Jn to Barnsley Station Jn	8	-	-	-	-	-	-	
LN868	Barnsley Station Jn to Horbury Jn	7	-	-	-	-	-	-	
LN870	Wakefield Turners Lane Jn to Calder Bridge Jn	8	-	-	-	-	-	-	
LN872	Altofts Jn to Leeds West Jn	8	-	-	-	-	-	-	
LN874	Methley Jn to Whitwood Jn	8	-	-	-	-	-	-	
LN875	Castleford West Jn to Pontefract West Jn	8	-	-	-	-	-	-	
LN876	Castleford East Jn to Ledston	-	-	-	-	-	-	-	Not in use.
LN878	Sherburn Jn to Gascoigne Wood	8	-	-	-	-	-	-	
LN880	York (Platforms 4 & 5) to Scarborough (Platforms 1, 2 and 4)	8	-	-	-	-	-	-	Scarborough Platform 5 prohibited to all hauled coaching stock.
LN880	Scarborough (Platform 3)	8	-	-	-	-	-	-	
LN880	York (Platform 2 and Inspection Siding)	3	N	N	N	N	N	N	
LN882	Wakefield Kirkgate West Jn to Goole, Potters Grange Jn	8	R1	R1	R1	R1	R1	N	R1 Locomotives and MK4 coaching stock are cleared only between Wakefield Kirkgate and Knottingley West Jn. Not considered rest of route.
LN884	Oakenshaw South Jn to Oakenshaw Jn	8	-	-	-	-	-	-	
LN886	Monk Bretton Loop to Crofton East Jn	8	-	-	-	-	-	-	

London North Eastern Route Sectional Appendix Module LN7

Line of route	Line of Route / Sector Description	RA	86	87	89	90	91	92	Notes
LN888	Shaftholme Jn to Ferrybridge North Jn	9	R1	R1	-	R1	R1	-	R1 Electric locomotives and MK4 coaching stock are cleared only between Shaftholme Jn and Knottingley West Jn. Not considered rest of route.
LN892	Pontefract East Jn to Ferrybridge South Jn	8	-	-	-	-	-	-	
LN894	Knottingley South Jn to Knottingley East Jn	9	-	-	-	-	-	-	
LN896	Drax Power Station Branch	8	-	-	-	-	-	-	
LN898	Neville Hill East Jn to Hull (Platforms 2 to 7)	8	R1	R1	-	R1	R1	-	R1 Cleared Neville Hill East Jn and Selby West Jn only.
LN900	Neville Hill West Jn to Hunslet East	10	-	-	-	-	-	-	
LN902	Micklefield Jn to Church Fenton North Jn	9	Y	Y	-	Y	Y	-	
LN904	Hambleton South Jn to Hambleton West Jn	10	Y	Y	-	Y	Y	-	
LN906	Hambleton East Jn to Hambleton North Jn	10	Y	Y	-	Y	Y	-	
LN908	Selby West Jn to Canal Jn	9	Y	Y	-	Y	Y	-	
LN910	Temple Hirst Jn to Selby South Jn	9	Y	Y	-	Y	Y	-	
LN912	Thorne Jn to Giberdyke Jn	8	-	-	-	-	-	-	
LN914	Hull (Platforms 2 to 7) to West Parade North Jn	8	-	-	-	-	-	-	
LN914	West Parade North Jn to Walton Street Jn	7	-	-	-	-	-	-	
LN914	Walton Street Jn to Seamer West Jn	6	-	-	-	-	-	-	
LN916	Hessle Road to Springbank North Jn	8	-	-	-	-	-	-	
LN916	Springbank North Jn to Saltend	7	-	-	-	-	-	-	
LN918	Springbank North Jn to Walton Street Jn	8	-	-	-	-	-	-	
LN922	Anlaby Road Jn to West Parade North Jn	8	-	-	-	-	-	-	
LN922	Whitehall West Jn to Skipton	8	R1	R1	R1	R1	R1	-	
	Skipton to Hellifield South Jn	8	-	-	-	-	-	-	
LN924	Apperley Jn to Ilkley	7	-	-	-	-	-	-	
LN926	Dockfield Jn to Esholt Jn	5	-	-	-	-	-	-	

ndon North Eastern Route Sectional Appendix Module LN

Line of route	Line of Route / Sector Description	RA	86	87	89	90	91	92	Notes	
LN928	Shipley East Jn to Bradford Forster Square	8	Y	Y	Y	Y	Y	-		
LN930	Skipton Middle Jn to Rylstone	8	-	-	-	-	-	-		
LN932	Shipley South Jn to Shipley West Jn	8	N	N	N	N	N	N		

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## LN724 - HOLGATE JN TO SKELTON JN.

### York Yard South

**"Triangle Access" Level Crossing** - The provisions of Rule Book Module TW8, Section 10 headed "Traincrew operated crossings" (TMO) apply at this crossing, except that no white lights at the stop boards either side of the crossing are provided.

The person in charge of the movement must obtain the Key for the gates from the Chargemans Office, York Yard North and return it thereto when operations are completed.

The person in charge must ensure that vehicles to be stabled are brought to a stand and secured sufficiently clear of the crossing to avoid the view of drivers of motor vehicles being obscured.

This instruction is replicated in LN618

Dated: 02/12/06

## LN836 - DONCASTER, MARSHGATE JN TO NEVILLE HILL EAST JN

### Balne Lane To Copley Hill West Jn.

#### Single Line Working over the Up Doncaster line - Rule Book Module P1

When Single Line Working is in operation over the Up Doncaster line, it will not be necessary to appoint a Handsignaller for Down direction trains. Drivers of Down direction trains must be instructed by the Pilotman to obey signal L3597. Rule Book, Module P1, Section 3.5a) and Section 6.2a) are modified accordingly.

Drivers of Up trains may be authorised to proceed without being accompanied by the Pilotman. Section 7.1 is modified accordingly.

The above arrangements are applicable in all weather conditions.

Dated: 02/12/06

## LN836 - DONCASTER, MARSHGATE JN TO NEVILLE HILL EAST JN

### Leeds West Jn

#### Signal Passed at Danger (SpaD) Indicators

Drivers MUST STOP if they see a SpaD indicator illuminated irrespective of whether or not the indication applies to the line on which they are traveling (unless they have been given authority to pass it by the Signaller.)

SpaD indicators are provided in advance of the following signals:-

Signal Number		Location
L3642 )	One Indicator for both lines	Leeds West Jn B Line Up direction
L3640 )		Leeds West Jn C Line Up direction
L3638		Leeds West Jn D Line Up direction
L3636		Leeds West Jn E Line Up direction
L3634		Leeds West Jn F Line Up direction

Dated: 02/12/06

## **LN836 - DONCASTER, MARSHGATE JN TO NEVILLE HILL EAST JN LEEDS To Ardsley Tunnel**

All Train Operator Companies Controls **must** advise Network Rail LNE Control of a 225 train with reduced power, or a Class 253/254 train with one power car shut down and unassisted, or assisted by a locomotive of less than 1470 h.p. which is to proceed towards Wakefield Westgate. Network Rail York Control must advise the Signaller at York box of the circumstances.

On receipt of such advice, the Signaller at York must not clear the signal at the end of the platform concerned until it has been ascertained that the route is clear to signal L208.

The clearing of the signal at the end of the platform in these circumstances is no guarantee that the route will remain clear throughout, and the Driver must continue to observe and obey all signals.

**Dated: 02/12/06**

## **LN836 - DONCASTER, MARSHGATE JN TO NEVILLE HILL EAST JN LEEDS**

### **Between Leeds And Bradford Forster Square**

When a Class 225 train for Bradford Forster Square is in reverse formation from Leeds (ie 91 loco leading), the Driver must advise the Signaller at York before departure from Leeds.

**Dated: 02/12/06**

## **LN836 - DONCASTER, MARSHGATE JN TO NEVILLE HILL EAST JN Neville Hill Depot**

### **Arrivals**

The normal route for trains arriving at the West End of the depot will be by the Depot Arrival Line.

When a train is routed from the Down Hull Main through the facing connection (2317 points) to the Departure Sidings it must be brought to a stand at the West End Console Cabin from where it will be accompanied by a Shunter until completion of the movement.

### **Departures**

Normal departure of trains will be at the West End of the depot by the clearance of Position Light Signal L779 with an appropriate indication (M= Up Hull Main, G= Up Hull Goods Line).

On receiving Authority for departure from the West End Console Operator (Or Shunter) the movement will proceed towards the STOP board located on the approach to Position Light Signal L779 and act in accordance with the instructions displayed, (Proceed When L779 Signal is clear). A contact number for the West End Console is also displayed.

Departures from the East End of the depot may be made via the Ground Frame and will be accompanied by a Shunter. Before such a move is made, staff involved must come to a clear understanding with the Signaller at York IECC (Leeds East Workstation) as to what is required. Permission to approach the Ground Frame must be obtained from the West End Console Operator.

### **Depot Speeds**

The Depot speed limit is **5 mph** excluding the following locations within the depot:-

- a) Fuel Shed **3 mph**
- b) Underframe cleaning **3 mph**
- c) Washer plant **3 mph**

**Dated: 02/12/06**

## **LN836 - DONCASTER, MARSHGATE JN TO NEVILLE HILL EAST JN**

### **Neville Hill Depot**

#### **Protection System: Reception Sidings 1, 2, 3, 4**

##### Equipment

Double sided boards are located on each siding at both the West and the East End. Each board is capable of displaying a white or red light.

##### Method of working

When a Red light is displayed on the entrance or exit from a Reception siding, no rail movement may be made to or from that Reception siding.

When a White light is displayed movements may be made to or from that Reception siding.

All movements which are made to or from a Reception siding must have the authority of the West End Console Operator. This information may be conveyed by a Shunter.

**Dated: 02/12/06**

## **LN836 - DONCASTER, MARSHGATE JN TO NEVILLE HILL EAST JN**

### **Neville Hill Up Sidings**

Up Sidings. Trains arriving on the Up Sidings Arrival Line from the West must proceed to the notice board at the East end, worded "STOP, PROCEED IF LINE CLEAR".

When the person in charge is not on duty at the sidings, the Guard, or in the case of a light locomotive, the Driver, must advise the Signaller at York when the train or locomotive on the Up Side Arrival Line has been cleared from that line.

Movements along the Up Sidings Arrival Line from East to West are prohibited unless permission of the Signaller has been obtained.

**Dated: 02/12/06**

## **LN836 - DONCASTER, MARSHGATE JN TO NEVILLE HILL EAST JN**

### **Marsh Lane Jn. To Neville Hill West Jn.**

#### **Single Line Working when the Down Hull Main line and Down Hull Goods Loop are blocked.**

When both Down lines are blocked, Down trains must be worked as follows:

- they must be signalled using the bi-directional signalling from Quarry Hill Jn over the Up Hull Main line to signal L188.
- a Pilotman must be appointed, and remain at signal L188 to authorise trains to proceed over the Up Hull Goods line and pass signal L190 (the Limit of Shunt) and proceed to and observe ground position light signal L775. A Handsignaller will not be appointed opposite signal L773 due to restricted clearances.

**Dated: 02/12/06**

## **LN836 - DONCASTER, MARSHGATE JN TO NEVILLE HILL EAST JN**

### **Neville Hill West Jn.**

#### **Up Arrival Line**

Vehicles must not be stabled on the Up Arrival Line.

**Dated: 02/12/06**

## **LN838 - LEEDS ARMLEY JN. TO YORK SKELTON JN. VIA HARROGATE HORSFORTH To Rigton SB (RN)**

### **Bramhope Tunnel**

There are four shafts in Bramhope Tunnel and these are numbered 1, 2, 3 and 4, with metal plates fixed flat against the wall at the shafts, commencing from the Weeton end.

Telephones are provided at Nos. 1, 2, 3 and 4 shafts (Nos. 1 and 2 telephones being 634 yards and 1,348 yards respectively, from the Weeton end, and Nos. 3 and 4, 1,747 yards and 1,080 yards respectively, from the Horsforth end). **All Telephones are in the shafts** on the Up side of the line. Telephones are also provided at each end of the tunnel providing communication with Horsforth box.

They are located as follows :-

- Horsforth end outside tunnel on the Up side.
- Weeton end outside tunnel on the Up side.

**Dated: 02/12/06**

## **LN838 - LEEDS ARMLEY JN. TO YORK SKELTON JN. VIA HARROGATE PANNAL**

Drivers of Up stopping trains at Pannal must not sound the warning horn at the Whistle Board located on the Leeds (departure) side of the station.

Drivers of non-stopping Up trains must continue to observe the Whistle Board.

**Dated: 02/12/06**

## **LN838 - LEEDS ARMLEY JN. TO YORK SKELTON JN. VIA HARROGATE HORNBEAM PARK**

When a train comes to a stand at either the Down or Up Platform at Hornbeam Park Station, the Driver must not leave his cab except in accordance with the Rules or in an emergency. In such circumstances when the train is formed by a Diesel Mechanical Multiple Unit (Class 101 to 128) the hand brake must be fully applied.

**Dated: 02/12/06**

## **LN838 - LEEDS ARMLEY JN. TO YORK SKELTON JN. VIA HARROGATE HARROGATE**

### **Trains from Leeds direction calling at or terminating at Harrogate Station.**

When a train from the Leeds direction terminates at, or is delayed by two or more minutes awaiting departure from Harrogate Station, the Guard must immediately telephone the Signaller from No.1 platform, and confirm whether or not the train is complete with a tail lamp.

When a terminating Kings Cross to Harrogate train is routed to Platform No.1, signal 57 will be cleared to allow the train to be brought to a stand opposite the H.S.T. stop sign. The Driver must understand that the clearance of signal 57 only indicates that the line is clear to signal 56.

### **Stabling of Trains or vehicles on the Through Road.**

1. Trains may be stabled on the Through Road between signals 59 and 25.
2. The following conditions must be observed:-
  - a) During darkness, fog or falling snow, lamps exhibiting red lights must be placed on the outer ends of the stabled vehicles.
  - b) When a movement is required to enter the line towards the stabled vehicles for any purpose, the Driver must be instructed to proceed forward cautiously.

### **No.1 Platform - Signal H26**

If the Driver of a train standing at signal H26 needs to speak to the Signaller, he should do so from the telephone on No.1 Platform.

### **White Lining Of Platform Edges**

White lining of platform edges at Harrogate must only be done under T2 or T12 protection.

**Dated: 02/12/06**

## **LN838 - LEEDS ARMLEY JN. TO YORK SKELTON JN. VIA HARROGATE KNARESBOROUGH**

The Signaller at Knaresborough has special authority to clear the Up Home signal before a train booked to stop or terminate at Knaresborough is close to such signal although the next stop signal may be at danger.

**Dated: 02/12/06**

## **LN838 - LEEDS ARMLEY JN. TO YORK SKELTON JN. VIA HARROGATE Armley Jn. To HORSFORTH**

### **Single Line Working over the Down Harrogate line - Rule Book, Module P1**

When Single Line Working is in operation over the Down Harrogate line, it will not be necessary to appoint a Handsignaller for Up direction trains. Drivers of Up direction trains must be instructed by the Pilotman to obey signal L3880. Rule Book, Module P1,

Section 3.5a) and 6.2a) are modified accordingly.

Drivers of Up trains may be authorised to proceed without being accompanied by the Pilotman, Section 7.1 is modified accordingly.

The above arrangements are applicable in all weather conditions.

**Dated: 02/12/06**

## **LN852 - HOLBECK JN. TO BRADFORD INTERCHANGE**

### **BRADFORD INTERCHANGE**

#### Loco-hauled train running round

The maximum acceptable number of coaching stock vehicles running round is 10.

#### Platform 1 and 3 lines

if the Driver of a train standing at signal M1578 on Platform line or signal M1576 on No.3 Platform line needs to speak to the Signaller, he should do so from the telephone on the end of the respective platform.

#### Platform 1, 2 and 3 lines.

The AWS magnets provided on these lines and immediately on the Mill Lane Junction side of signals M1578 / M1574 / M1576 will only give a warning indication if a train proceeds towards or passes one of these signals at danger. No AWS indication will be received when a proceed aspect is exhibited. If a warning indication is received the Driver must stop immediately unless authority has been given for the signal to be passed at Danger.

**Dated: 02/12/06**

## **LN854 - HALL ROYD JN. TO SKELTON JN.**

### **Greetland Jn SB (G)**

Drivers of trains stopped at signals controlled by Greetland signal box must, if unable to communicate with the Signaller at Greetland signal box, ring Elland signal box to ascertain if Greetland signal box is open. If advised that Greetland is closed, Drivers should observe the provisions of Rule Book Module S5, Part B Section 1.2.

However, at signal G27 the provisions of this section of the Rule Book do not apply and, if Greetland box is closed, the permission of the Signaller at Elland must be obtained before this signal is passed at danger.

**Dated: 02/12/06**

## **LN854 - HALL ROYD JN. TO SKELTON JN.**

### **CASTLEFORD**

#### **Down Platform**

The AWS magnet provided immediately on the junction side of the Down Platform Up direction platform starting colour light signal CD650 will only give a warning indication if a train passes the signal at Danger. No AWS indication will be received when the signal is cleared. If a warning indication is received the Driver must stop immediately, unless authority has been given for the signal to be passed at Danger.

**Dated: 02/12/06**

## LN860 - DIGGLE JN. TO COPLEY HILL EAST JN.

### Standedge Tunnel

No vehicle with a diameter of less than 14 inches (350mm), vehicle on a wheelskate or road/rail vehicle may be placed on or run over the Down or Up line through Standedge Tunnel without the Signaller's express authority. This instruction must also be applied when the line is under Possession.

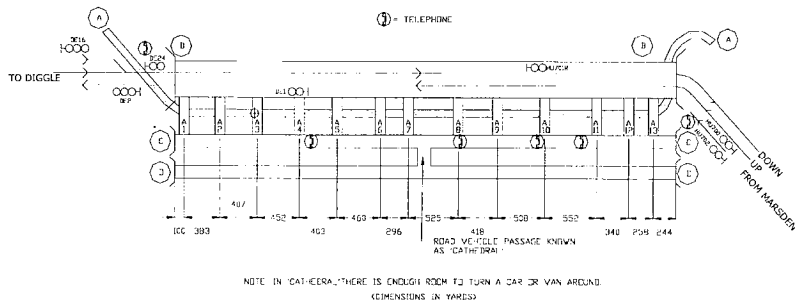
Emergency telephones connected to Huddersfield Signal box are installed at four points in the former Down Slow tunnel, the single bore immediately adjacent (Up side) to the double line running tunnel. The telephones are attached to S&T location cabinets and are not illuminated.

Access to the single bore tunnel can be obtained through cross passages and only the cross passages indicated below may be used. These have a reflective sign showing a white telephone on a blue background. In addition, there are numbered tablets along the wall of the running tunnel to assist in identifying where you are.

Other cross passages may not be safe to use and must not be used, some have vertical holes leading down into the canal tunnel, which is at a lower level.

The locations of the telephones are as follows:

<u>Phone number</u>	<u>Mileage</u>	<u>Nearest tablet number to safe cross passage</u>
(Marsden end)		
1	17m 58ch	270
2	17m 32ch	237
3	16m 69ch	181
4	15m 75ch	81
(Diggle end)		

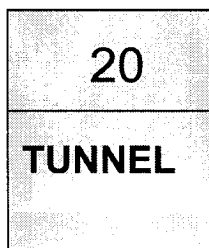


### Emergency Speed Restrictions

When it is necessary for a 20 mph Emergency Speed Restriction to be imposed FOR THE FULL LENGTH OF THE TUNNEL, standard emergency speed restriction equipment and signage will be provided, and in addition a separate sign displaying the word "TUNNEL" will be positioned directly underneath the speed indicator and will be yellow with black lettering. The signs (see figure A) will be positioned at both ends of the tunnel on the left hand side of the entrance in normal direction of travel. When not in use, the signs will be covered with a black padlocked cover.

When these signs are displayed, train Drivers are authorised to proceed forward at a maximum speed of 20mph for the full length of the tunnel, without the requirement to be advised by the Signaller in accordance with Rule Book module SP, Part C, Section 11.

**Figure A**



**Dated: 02/12/06**

## **LN860 - DIGGLE JN. TO COPLEY HILL EAST JN.**

### **MARSDEN**

When a Diesel Mechanical Multiple Unit (Class 101 to 128) train which is to return to Huddersfield arrives at Marsden Up Main (No.2) platform the Driver must apply the parking brake before leaving the front cab and the Conductor/Guard must remain in this cab until the Driver has changed ends and applied the parking brake at the other end of the train. The Conductor/Guard must then fully release the parking brake in what is now the rear cab. The Driver must release the parking brake in the leading cab immediately prior to departure. **UNDER NO CIRCUMSTANCES MUST A REVERSING PASSENGER OR EMPTY COACHING STOCK TRAIN BE AT MARSDEN UP MAIN PLATFORM WITHOUT THE PARKING BRAKE APPLIED.**

**Dated: 02/12/06**

## **LN860 - DIGGLE JN. TO COPLEY HILL EAST JN.**

### **Huddersfield North Tunnel**

#### **Huddersfield 761 Signal**

This Down Main Line signal situated inside Huddersfield North Tunnel is positioned on the right hand of the line.

The signal post telephone associated with this signal has been removed from the signal post and relocated to a position on the right hand tunnel wall situated behind the adjacent relay case.

Drivers using this S.P.T. must take special care due to the underfoot conditions existing in this area.

**Dated: 02/12/06**

## **LN860 - DIGGLE JN. TO COPLEY HILL EAST JN.**

### **Huddersfield South Tunnel**

A lock out facility is provided in HUDDERSFIELD SOUTH tunnel applying to the Up/Down Branch. When the lock out facility is in operation the Train Operated Warning System for the Bi-directional Up Main is still fully operational.

The switch controlling the lock out system is operated by an Annetts Key.

One key only is provided in a cubicle situated at the bottom of the ramp to Huddersfield Number 2 Platform adjacent to the mouth of the Up Tunnel.

ALL staff must enter and leave the tunnel by the Huddersfield end of the tunnel except under the following circumstances which are as shown on a notice board worded "NO ENTRY TO SOUTH TUNNEL unless you are working under the Rule Book Modules T2 or T3 or are protecting a train in accordance with Rule Book Modules M1 and M2 or are protected by the Signaller in an emergency".

This notice board is affixed to the wall at the Springwood Jn end of the South tunnel.

**NOTE:** Other TOWS systems exist in the Huddersfield and Springwood Jn areas but these operate as normal TOWS systems and do not have any association with the lock out system or TOWS provided in Huddersfield South Tunnel.

**Dated: 02/12/06**

## **LN860 - DIGGLE JN. TO COPLEY HILL EAST JN. HUDDERSFIELD**

### **Propelling movements from DMU Stabling Sidings**

Whenever a propelling movement is required to be made from the DMU Stabling Sidings, the person in charge of the movement must advise the Signaller the number of vehicles involved.

### **Staff crossing the line between Platform 8 and the Down Sidings**

Staff requiring to cross the line on foot between the Leeds end of Platform 8 and the Down Sidings must request permission from the Signaller before doing so from the signal post telephones on HU767 signal when going to the Down Sidings and HU765 signal when coming from the Down Sidings, or, in the event of a telephone failure, by alternative means.

**Dated: 02/12/06**

## **LN860 - DIGGLE JN. TO COPLEY HILL EAST JN. Morley Tunnel**

No vehicle with a wheel diameter of less than 14 inches (350mm), vehicle on a wheelskate or road/rail vehicle may be placed on or run over the Down or Up line through Morley Tunnel without the Signaller's express authority. This instruction must also be applied when the line is under Engineer's possession.

**Dated: 02/12/06**

## **LN860 - DIGGLE JN. TO COPLEY HILL EAST JN. Entire Line Of Route**

### **Services Between Leeds/Wakefield Westgate And Huddersfield/Marsden/Manchester**

Trains composed of power operated door stock longer than a 3 car Class 14X unit or a 2 car Class 15X unit available for public use must not stop for traffic purposes at the following station platforms:-

Cottingley	- Down and Up (Both 60 metres)
Deighton	- Down and Up (Both 60 metres)
Slaithwaite	- Down and Up (Both 60 metres)
Marsden	- Up Passenger Loop (51 metres)
Marsden	- Down (65 metres)

Any additional units conveyed must be locked out of public use throughout.

**Dated: 02/12/06**

## **LN862 - BARNSELY STATION JN. TO HUDDERSFIELD PENISTONE**

Drivers of stopping trains at Penistone must not sound the locomotive horn at the whistle board on the Up Line at the Huddersfield end of the Up platform.

Drivers of non-stopping trains must continue to observe the whistle board.

**Dated: 02/12/06**

**LN862 - BARNSELY STATION JN. TO HUDDERSFIELD**

**Stocksmoor Jn. To PENISTONE**

**Signal Passed At Danger (Spad) Indicators**

SPaD indicators as described in Rule Book Modules S1 and S5 are provided beyond the following signals.

Signal Number	Location
HU. 742	Up Stocksmoor Loop
HU. 743	Down Stocksmoor Loop
BY. 1052	Penistone Up Platform.

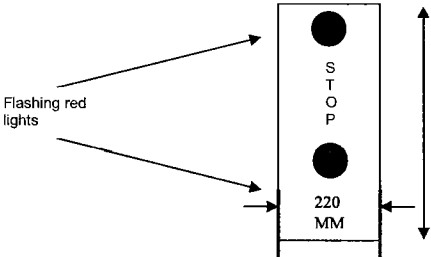
Dated: 02/12/06

**LN868 - WINCOBANK JN TO HORBURY JN**

**MEADOWHALL**

A SPAD indicator, consisting of an illuminated sign as below (and not as described in

Rule Book Module S1, Section 4.5), is provided between S198 signal (at the Sheffield end of Meadowhall Up platform) and the junction points. An AWS inductor, normally suppressed (i.e. no indication will normally be received) is also provided between S198 signal and the SPAD indicator.



Normally the sign will be completely unlit. If a train passes S198 at danger and occupies the track circuit beyond the signal, the word STOP will be lit (red) and the two red lights will flash. In addition, an AWS warning will be received.

Dated: 02/12/06

**LN868 - WINCOBANK JN TO HORBURY JN**

**Woolley Coal Sidings**

When a train has arrived in the Arrival/Departure Line 1 or Arrival/Departure Line 2 clear of the Up Main line, the Driver or Person in Charge must communicate with the Woolley Coal Siding Signaller to confirm that the train is complete with tail lamp, in accordance with Rule Book Module TW1, Section 11.2.

Drivers of trains stopped at the signals controlled by Woolley Coal Sidings signalbox must, if unable to communicate with the signaller at Woolley Coal Siding signalbox (03-33278), ring Barnsley signalbox (019-2596) to ascertain if Woolley Coal Siding signalbox is open. If advised that Woolley Coal Siding is closed, Drivers should observe the provisions of Rule Book Module S5, Part B Section 1.2.

Dated: 02/12/06

## **LN872 - ALTOFTS JN TO LEEDS WEST JN**

### **Stourton**

#### **Freightliner Terminal**

1. The Rail Operations Supervisor is responsible for all rail movements within the terminal.
2. Arriving Trains
  - 2.1 Thirty minutes before a train is due to arrive, the Rail Operations Supervisor must ascertain its whereabouts from the Operations Centre and estimate the arrival time. Ten minutes before the estimated arrival time he must again consult the Operations Centre about the trains approach and confirm his estimate.
  - 2.2 After a train has entered the terminal and been stabled, the Driver must report to the Rail Operations Supervisor.
3. Departing Trains
  - 3.1 Traincrews must report to the Rail Operations Supervisor immediately on arrival within the terminal.
  - 3.2 The Driver must advise the Rail Operations Supervisor when the train is ready to depart.
  - 3.3 Authority for departure will be given by the Rail Operations Supervisor.

**Dated: 02/12/06**

## **LN872 - ALTOFTS JN TO LEEDS WEST JN**

### **Stourton**

#### **Stourton Trading Estate**

Line not normally in use. Trains may only run when authorised by the Route Director Network Rail London North Eastern.

**Dated: 02/12/06**

## **LN872 - ALTOFTS JN TO LEEDS WEST JN**

### **Holbeck Depot**

When a movement onto the depot has come to a stand at the entrance "STOP Await Instructions" board, the Driver must use the telephone provided to report to the Signaller when the movement is inside clear of the main line complete with tail lamp. Before proceeding beyond the "STOP" board, a competent person, who may either have arrived with the movement, or who will, if the Driver is alone, meet the movement at the "STOP" board, must ensure that the correct route has been set and that no conflicting movements are taking place.

Movements from the depot, including shunting movements, must not proceed beyond the exit "STOP and telephone" board until the Signaller's permission has been given.

**Dated: 02/12/06**

## **LN880 - YORK TO SCARBOROUGH**

### **MALTON**

#### **Down trains terminating or delayed at Malton Station.**

Whenever a Down train arrives and terminates or is unduly delayed at Malton Station awaiting departure, the Guard must communicate with the Signaller by means of the platform telephone and confirm the train is complete with tail lamp attached.

**Dated: 02/12/06**

## **LN880 - YORK TO SCARBOROUGH**

### **SEAMER**

#### **Up Sidings**

Due to there being no standard 10 foot clearance between the Up Main and Up Sidings No. 1 only Up Siding No. 2, furthest away from the Up Main, must be used for stabling of trains including Engineering Trains and On Track machines. Up Siding No. 1, nearest to the Up Main, must only be used for run-round movements. No person must walk along the side of a train/vehicle standing on Up siding No. 1 unless the Up Main line has been closed to traffic.

**Dated: 02/12/06**

## **LN880 - YORK TO SCARBOROUGH**

### **SCARBOROUGH**

#### **Down Carriage Sidings**

The Down Carriage Sidings are for the exclusive use of West Coast Railway Company (WCRC) trains.

##### Arriving Trains

The WCRC person in charge must advise the Signaller at Falsgrave when a train has passed into the Carriage Sidings clear of all other lines.

##### Departing Trains

The WCRC person in charge must contact the Signaller at Falsgrave from the "Stop Telephone" sign and ask for permission to proceed. Contact Falsgrave Signal box on 01904 523209.

**Dated: 02/12/06**

## **LN880 - YORK TO SCARBOROUGH**

### **SCARBOROUGH**

#### **Train Despatch at Scarborough Station**

In the event of poor visibility when signal / "off" indicators are not clearly visible, the Station Supervisor will assist the Conductor.

**Dated: 02/12/06**

## **LN880 - YORK TO SCARBOROUGH SCARBOROUGH**

### **Scarborough Station : Platforms 3/4 and 5 "Lock Out" Facility**

The following instructions are additional to the requirements of Rule Book, Modules T6 and T7.

1. When a "Not to be Moved" board needs to be used it must be securely fitted to the Drivers cab in such a position that it is clearly visible to the Driver of the train as well as being visible along the platform.
2. These instructions provide a safe method of protection by blocking lines to trains whilst staff are working and it is not therefore necessary for a Controller of Site Safety (COSS) to be appointed.
3. Watering of coaching vehicles at track level  
The platform line on which the train is standing and the adjacent platform line from which the watering will take place must be blocked and the work protected in accordance with clause 7.
4. Clearing of Track  
When staff are to clear litter etc. from the track, both lines between two platforms on which they are to work must be protected in accordance with Clause 7.
5. M. E. E. Staff Working on the Outside of Train at Track Level  
The M.E.E. Designated Person must block the line on which the train is standing and the adjacent platform line in accordance with Clause 7. The provisions of Rule Book Module T10, Sections 5 and 8 are modified accordingly.
6. White Lining of Platform Edges  
Platform edges must only be white lined when the platform line has been protected in accordance with Clause 7.
7. Method of Protection  
When it is necessary to block a line to protect staff in accordance with any of the above requirements, the following procedure must be observed:-
  - a) The person requiring the "Lock out" protection must telephone the Signaller giving his Name, Grade, Employer, Duration of protection required and which platform(s) line requires protecting.
  - b) When the Signaller agrees to the work and confirms that signal protection has been given and the relevant "Lock out" two way switch has been placed to the "Lock out" position, the person requesting "Lock out" protection may, on the Signaller's authority operate the relative "Lock out" unit and withdraw the key.
  - c) When the person requesting "Lock out" protection has withdrawn the key he must advise the Signaller, the Signaller will then repeat the entry made in the Train Register and, when satisfied that this is correct, the person requesting protection must repeat his Name, Grade and Employer. When the Signaller confirms that "Lock out" protection has been given the work may start.
  - d) When the work has been completed and everyone is clear the person who requested the "Lock out" protection must advise the Signaller of his Name, Grade, Employer and the number of the relevant platform(s) affected. When advised to do so you must replace the key and turn it to the lock position.
  - e) The person requesting the "Lock out" protection in the first instance must, except in exceptional circumstances, be the same individual who completes the work and gives up the "Lock out" protection.

In exceptional circumstances, the person requesting "Lock out" protection may hand over to a relief provided he advises the Signaller the Name, Grade and Employer of his relief.

If the Signal box closes during the "Lock out" period and the person who requested the protection is relieved, the new person must advise the Signaller of his Name, Grade and Employer when the Signal box re-opens.

**Dated: 02/12/06**

## **LN880 - YORK TO SCARBOROUGH SCARBOROUGH**

### **Propelling of Empty Coaching Stock Trains from Station.**

The Guard or Shunter must ride in the brakevan or brake compartment of trains not exceeding 7 vehicles except when there are more than 3 vehicles ahead of the brakevan in which case he must ride in one of the compartments of the leading coach and keep in touch with the Driver.

Trains exceeding 7 vehicles may be propelled provided the following conditions can be observed:-

- a) If there are not more than 3 vehicles ahead of the leading brakevan or brake compartment, the Guard or Shunter must ride in the leading brake.
- b) If there are more than 3 vehicles ahead of the leading brakevan or brake compartment the Guard or Shunter must ride in one of the compartments of the leading coach and an additional Guard or Shunter must ride in a compartment, preferable a brake compartmenting a position on the train convenient for transmitting hand signals through the leading man to the Driver.

Traincrew travelling passenger to Scarborough to work an outward train must report to the Station Supervisor immediately on arrival.

**Dated: 02/12/06**

## **LN882 - WAKEFIELD KIRKGATE WEST JN TO GOOLE POTTERS GRANGE JN PONTEFRAC T MONKHILL**

### **Terminating Of Passenger Trains**

When it is necessary in an emergency or because of engineering work to terminate and start a train at Pontefract Monkhill in the Down Platform (this is permitted for trains proceeding in the Wakefield Kirkgate direction or the Castleford direction), the conductor must contact the signaller at Prince of Wales signalbox on 03 75137 (internal) or 01904 525137 (BT) to discuss turn-back arrangements.

The conductor should advise the driver of the agreement reached with the signaller and should stand in such a position that P362 ground position light signal is clearly visible when carrying out train dispatch procedures. The conductor is also responsible for advising any passengers waiting on the up platform to cross to the Down platform via the footbridge.

The signaller should (unless the movements are preplanned) advise Network Rail Control of the altered turn-back arrangements.

**Dated: 02/12/06**

## **LN882 - WAKEFIELD KIRKGATE WEST JN TO GOOLE POTTERS GRANGE JN**

### **Knottingley West Jn To England Lane LC (MCG)**

"Lockout" systems are provided between the following locations: -

- Knottingley West Junction (inclusive) to Knottingley Depot staff crossing , - Ref. No. 4001.
- Knottingley Depot staff crossing to England Lane level crossing (inclusive) – Ref. No. 4002.

The "lockout" systems provide a safe method of signal protection on the lines shown. The area protected and instructions for its operation are displayed at each "lockout" instrument. The "lockout" may be used instead of protection under Rule Book Modules T2 or T12. The person requesting protection must be either a certified "Controller of Site Safety" (COSS) or "Individual Working Alone" (IWA).

#### **Method of Protection**

When a "lockout" system is to be used to provide protection, the following procedure must be observed:-

- a) The COSS/IWA must telephone the Signaller giving his/her Name, Grade, Employer, location and contact telephone number. He/she must state which "lockout" section they require to be protected by and the time duration. If use of the "lockout" is agreed, the Signaller must record these details in the train register book and repeat them back to the COSS/IWA who must confirm they are correct. When satisfied the arrangements are correct, the Signaller may authorise the COSS/IWA to remove the Lockout Key. The COSS/IWA must observe the instructions displayed and remove the lockout key.
- b) When the protection is no longer required, the persons working under the control of the COSS must be moved to a position of safety and briefed on the changed protection arrangements. When the line(s) is/are clear and safe for trains to run on, the COSS/IWA must advise the Signaller of his/her Name, Grade, Employer and location. When advised to do so by the Signaller, he/she must replace the Key, and turn it clockwise until it is locked. The Signaller must be advised and he/she must check that the normal indication has been restored. The Signaller must advise the COSS/IWA and make an entry in the train register.
- c) The COSS/IWA who gives up the "lockout" protection, must, except in exceptional circumstances, be the same individual who obtained the "lockout" protection.

In exceptional circumstances, the COSS/IWA may hand over to a relief provided he/she advises the Signaller of the Name, Grade, Employer, location, and contact telephone number of his/her relief.

#### **Single Line Working Between Knottingley Station And England Lane - Rule Book Module P1**

When Single Line Working is in operation over the Down Goole Line, it will not be necessary to appoint a Handsignaller for Up direction trains. Drivers of Up direction trains must be instructed by the Pilotman to obey signal FE6393 at Knottingley Station.

Rule Book Module P1 Sections 3.5 a) and 6.2 a) and b) are modified accordingly.

Drivers of Up trains may be authorised to proceed without being accompanied by the Pilotman.

The above arrangements are applicable in all weather conditions.

**Dated: 02/12/06**

## **LN882 - WAKEFIELD KIRKGATE WEST JN TO GOOLE POTTERS GRANGE JN**

### **HENSALL**

When a Driver is authorised to pass signal H4 or H6 at danger, he must, before passing the signal concerned, operate the special plunger below the telephone box, or if a Handsignaller is in attendance, ensure that this has been done.

Before proceeding over Snailth and Pontefract Highway level crossing he must satisfy himself that the barriers are fully lowered.

**Dated: 02/12/06**

## **LN882 - WAKEFIELD KIRKGATE WEST JN TO GOOLE POTTERS GRANGE JN**

**Gowdall Lane LC (AOCL) To Snaith Road LC (AHBC)**

### **Gowdall Lane AOCL, Field Lane AOCL and Snaith Station Level Crossings**

The above level crossings must be worked in accordance with Rule Book Section L Module TW8, Section 4. Instructions for AOCL crossings, except that in the event of the flashing white light not being automatically initiated or ceasing to flash, or the red light continuing to flash prior to departure of an Up train from Snaith or on approach of a Down train at Snaith, or in both directions at Field Lane and Gowdall Lane, the Driver must press the plunger located in the locked cabinet, unlocked by the Driver's key, situated on the appropriate white light post, to activate the road signals.

When the white light is flashing, the Driver may proceed as normal. If, after operation of the plunger the white light still does not flash, the Driver must proceed in accordance with Rule Book Module TW8, Section 4.

**Dated: 02/12/06**

## **LN882 - WAKEFIELD KIRKGATE WEST JN TO GOOLE POTTERS GRANGE JN**

**Rawcliffe LC (AHBC)**

### **Rawcliffe Station AHB Level Crossing**

Drivers of Down direction trains must not pass the Stop Board located at the Goole end of the platform until the white flashing light shows. If the barriers fail to lower or the flashing white fails to appear or the flashing red light continues to show, the Driver must advise the Signaller at Goole Signal Box by telephone and act in accordance with the Signalling Instructions.

**Dated: 02/12/06**

## **LN886 - MONK BRETTON LOOP TO CROFTON EAST JN**

### **Monk Bretton Loop To Oakenshaw South Jn**

This line is under the sole control of the Signaller at Oakenshaw.

#### **Rule Book Module TW6 Section 1.2**

When a train is to run to the Single line from the Healey Mills direction, the Train Staff will be delivered to the Driver by the Signaller at Wakefield Kirkgate box. When a train is to run from the Single line towards the Healey Mills direction, the Train Staff must be given to the Signaller at Wakefield Kirkgate box. The Driver is authorised to convey the Train Staff beyond the section to which it applies for this purpose.

When a train is routed so that it will pass Oakenshaw box, the Train Staff will be delivered to and received from the Driver at Oakenshaw box.

The train staff may be transferred between Oakenshaw and Wakefield Kirkgate boxes and vice versa other than by train.

#### **Down trains**

Before leaving Monk Bretton Loop to return towards Oakenshaw South Jn, the Driver must contact the Signaller at Oakenshaw Signal box (Tel. 03-39927) using the cab radio.

#### **Working of Bombardier Test Trains when a freight has arrived at Monk Bretton**

After obtaining the permission of the Signaller at Oakenshaw, the Person In Charge of the Test Train may obtain the Train Staff from the Driver of a freight train, which has arrived complete, clear of the single line beyond the End Of One Train Working board at Monk Bretton.

The Driver of a freight train which has arrived complete, clear of the single line beyond the **End of One Train Working Board** at Monk Bretton is authorised, when requested, to surrender the Train Staff or Person In Charge of Train, who on receipt of the staff, will pass a Special Reminder Card to the Driver. The card will contain a message which will act as a reminder to the Driver not to depart Monk Bretton Loop past the **Commencement of One Train Working Board** on to the Single Line until the Train Staff has been returned to him. The Driver must put this notice in the north end of the cab on the Drivers desk. The Train Staff may then be conveyed by road back to Oakenshaw to enable the Bombardier Test Train to work on the line between Oakenshaw and Monk Bretton. The Driver and the Person in charge of the Test Train must exchange mobile telephone numbers so that they can liaise regarding the departure time of the freight train.

The single line between Monk Bretton Loop and Oakenshaw South Jn must be clear and the Bombardier train must have left the branch before the Train Staff is returned to the Driver of the freight train at Monk Bretton Loop. This must be done in sufficient time so as to avoid delay to the freight train.

When the Train Staff has been returned to the freight train Driver, he must give the Special Reminder Card back to the Person in charge of the Test Train.

Person In Charge of the Test Train must advise the Signaller at Oakenshaw when he has returned the Train Staff to the Driver of the freight train.

**Dated: 02/12/06**

## **LN898 - NEVILLE HILL EAST JN TO HULL**

### **Manston LC (R/G)**

When a Driver is authorised to pass signal L799 at danger, he must, before passing the signal, operate the special plunger in the telephone box or if a HandSignaller is in attendance ensure that this has been done, and wait for the white light to show before continuing on his journey.

In these circumstances before proceeding over Manston Level Crossing, the Driver must sound the locomotive horn and ensure that the level crossing is clear before proceeding.

If the white light fails, the Driver must advise the Signaller of the failure.

**Dated: 02/12/06**

## **LN898 - NEVILLE HILL EAST JN TO HULL GARFORTH**

### **Garforth Moor Foot Crossing - 13m 41ch**

Drivers of Up stopping trains at Garforth need only sound the locomotive horn at the 2nd whistle board viz that situated on the Leeds (departure) side of the station.

N.B. Drivers of non-stopping Up trains must observe both whistle boards i.e. before and after the station.

**Dated: 02/12/06**

## **LN898 - NEVILLE HILL EAST JN TO HULL SELBY**

Rule Book, Module S4, Section 2.1. When a train is stopped at signals 1956 or 1958 the Driver must communicate with the Signaller at Selby by means of the signal post telephone immediately.

Rule Book, Module P1. During Single Line Working signals 1955, 1956 and 1958 must be obeyed by Drivers of trains approaching the bridge in the wrong direction.

**Dated: 02/12/06**

## **LN898 - NEVILLE HILL EAST JN TO HULL Selby Swing Bridge**

All persons going onto the Bridge must first telephone the Bridge Operator and ensure that the Bridge is not about to be moved.

**Dated: 02/12/06**

## **LN898 - NEVILLE HILL EAST JN TO HULL HULL**

### **Working of trains between Hull Station and Botanic Gardens Sidings**

Movements to Botanic Gardens must be made via the Washer Road. Movements from Botanic Gardens must be made via the By pass line. Only one movement must be permitted at a time between 2111 points and Botanic Gardens Sidings.

The Driver of a movement to the sidings must advise the Signaller when he has arrived in the sidings 1 or 2.

The Driver of a train from the sidings must telephone the Signaller and ask for permission to proceed to signal 1001

### **Stock Siding and By-pass Line**

When a multiple unit train is to occupy the stock siding for the purposes of reversing, the Person in Charge must ensure the train proceeds to the approach side of the "Stop. Telephone. Await "R" indication before proceeding" board to await clearance of Signal HP1001.

NOTE: The illumination of the "R" signal at the Stop Board on the stock siding or on the identical Stop Board on the By-pass line, signifying clearance of Signal HP1001, is the authority for the movement to proceed.

### **Movements from Sidings A to E**

In order to prevent a conflicting movement, the Driver of a train requiring to leave a siding must obtain the Signaller's permission to proceed as far as the ground position light signal controlling movements from that siding.

**Dated: 02/12/06**

## **LN912 - THORNE JN TO GILBERDYKE JN**

### **GOOLE**

Bridge Street and 50 Ton Crane level crossings. Movements must not be made over these level crossings until authorised by the Associated British Ports staff.

**Dated: 02/12/06**

## **LN912 - THORNE JN TO GILBERDYKE JN**

### **GOOLE**

Invalid customers arriving on terminating services from Doncaster may remain aboard the unit whilst it shunts from the Down Platform to the Up Platform.

The Guard is responsible for advising the Signaller that the passenger(s) are being conveyed during shunting.

**Dated: 02/12/06**

## **LN912 - THORNE JN TO GILBERDYKE JN**

### **Goole Bridge**

#### **Down Direction Trains approaching Goole Bridge**

If a train is or will be detained in the Down platform at Goole Station and unable to complete station duties within the normal timescale or if a train is otherwise detained between signal G53 and GB1 signal, the Driver must telephone Goole Bridge signal box (03-62848) immediately and advise the Signaller of the circumstances. This will enable the Signaller to make the most appropriate arrangements with regard to opening the bridge to shipping.

#### **Trains unable to start when signal GB2 or GB3 is cleared**

If a train is stopped at signal GB2 or GB3 at Danger and is unable to restart when a proceed aspect is displayed, the Driver must telephone the Signaller immediately and advise him of the circumstances.

#### **Access to the Bridge**

Persons requiring to walk from the Hook Road Access point to the West end of the bridge, or to visit the bridge, or to walk across the bridge, must telephone the Signaller to request traffic movements over the Down line to be stopped.

The person requesting protection must give his/her name and employer and indicate his/their destination.

The Signaller must be advised when the person(s) have arrived at their destination.

This procedure also applies when leaving the bridge etc.

**Telephones are provided at the East and West ends of the bridge, on the centre jetty and at the Hook Road Access point.**

#### **Staff working on the bridge under the supervision of a COSS**

Whenever staff are to work on the bridge without an Absolute Possession, and they require the passage of trains to be stopped for their personal safety, the arrangements outlined in Rule Book Module T2 – Protection Procedure T2X (emergency only) must be applied with the following amendments:-

- (i) The arrangements may be used for planned work and maintenance items, in addition to emergencies when the Signaller has called the staff out.
- (ii) The COSS must always attend at the signal box.
- (iii) The Signaller must additionally comply with the Goole Bridge Signal box Special Instructions.

**Dated: 02/12/06**

## **LN914 - HULL (PARAGON) TO SEAMER WEST JN**

### **Walton Street Jn To Seamer West Jn**

Due to the condition of the track, locomotive hauled trains and light locomotives are not permitted to run between Walton Street Junction (Exclusive) and Seamer West Junction. Engineering trains will be permitted subject to authorisation of the Territory Track Engineer.

**Dated: 02/12/06**

## **LN914 - HULL (PARAGON) TO SEAMER WEST JN**

### **DRIFFIELD**

Up trains terminating at and Down trains departing from, Up platform:

During a blockage of the line between Beverley and Driffield for planned engineering work or in an emergency, Up passenger trains will terminate and Down passenger trains will start at Driffield Station Up platform.

Authority for the Drivers of Down trains to depart from the Up platform will be the clearance of ground position light signal 53.

**Dated: 02/12/06**

## **LN914 - HULL (PARAGON) TO SEAMER WEST JN**

### **BRIDLINGTON**

An Engineers On Track Machine may be admitted to platform 7 when that platform is already occupied by such a machine; a machine may not be admitted to the platform if it is already occupied by any other type of train nor may any other type of train be admitted to the platform when it is already occupied by a machine.

Before admitting a machine to a platform already occupied by a stabled machine the Signaller will instruct the person in charge of the platform to ensure that any staff working or about the stabled machine move to a place of safety and to confirm that they have done so.

An Engineers On Track Machine must be stabled close to the buffers and must not be moved except in accordance with Rule Book Module TW1, Section 12.4.

**Dated: 02/12/06**

## **LN914 - HULL (PARAGON) TO SEAMER WEST JN**

### **Hunmanby Station LC (ABCL-X)**

#### **Down train on Down line – Additional requirements associated with train lengths.**

If it is necessary for a train with a length of more than 105 yards (96 metres) to pass over the crossing in the Down direction on the Down Bridlington line, the crossing must be under local control and the crossing lights switched on before the train is authorised to proceed beyond signal SR123.

#### **Reason for instruction:-**

Signal SR125 at the east end of Hunmanby Station is designed not to clear to a proceed aspect until a train has come to a stand at it. The design of the crossing means there is a possibility that the barriers will raise and the lights extinguish before a train with a length of more than 105 yards (96 metres) has passed clear of the crossing. Therefore, when such trains are planned to run over this route, arrangements must be made in advance for the crossing to be placed under local control.

#### **Up train on Up line**

Rule Book, Module TW8, Section 4 is modified as follows :-

Because of the junction beyond the crossing, a Distant signal and stop signal are provided on the approach to the crossing instead of a Warning Board, Stop Board and White Flashing Light. An emergency plunger to activate the crossing when signal SR124 has to be passed at Danger is located at the signal.

The normal sequence of signal and crossing operation (which requires all trains to stop) will be as follows :-

- Train arrives in Up platform with signal SR124 at Danger.
- Provided the Signaller has operated the signal for the train to depart, the crossing sequence will commence.
- Signal SR124 will clear to Green when the crossing has operated correctly.
- The train should then be despatched from the platform with the Driver observing Rule Book Module TW8, Section 4.3.
- The crossing cannot 'time out' whilst signal SR124 is displaying a green aspect.

If a train is, or will be, detained in the platform for more than 2 minutes the driver must immediately communicate with the Signaller at Seamer.

If signal SR124 fails to clear it will be necessary to consult the Signaller at Seamer. When authorising Signal SR124 to be passed at Danger, the Signaller will also remind the driver to operate the plunger. This should activate the crossing sequence. When the crossing has operated correctly, the miniature white light adjacent to the plunger will commence to flash. The Driver should advise the Guard that he is ready to be despatched from the platform and then observe Rule Book Module TW8, Section 4.3. The crossing can 'time out' 3 minutes after the plunger has been operated.

If after operating the plunger in accordance with the above paragraph the miniature white light does not commence to flash, the crossing will either have failed or be partially failed e.g. a red road flashing light out and the Driver must act in accordance with the Rule Book Module TW8, Section 4.3b) and 4.5.

#### **Other approaches to the crossing**

For an Up train departing from the Down platform, Rule Book Module TW8, Section 4.3 applies except that reference to 'white light adjacent to the crossing' should be read as miniature white light adjacent to the plunger.

For trains in the Down direction, Rule Book Module TW8, Section 4.2 applies except that with reference to Section 4.2c, operation of the plungers on the Down approach will fully initiate the operating sequence and provided that the Driver's White Light is correctly displayed, it will not be necessary to treat the crossing as having failed.

**Dated: 02/12/06**

## LN914 - HULL (PARAGON) TO SEAMER WEST JN

### Hunmanby Sands Lane LC (ABCL-X)

Hunmanby Sands Lane LC is located at 41m 72 ch and is an ABCL crossing operated automatically by all approaching Up trains and Down trains in the Down direction. Trains are not normally required to stop, as described in the Rule Book Module TW8, Section 4 except as shown below:-

#### Down trains on the Down line

A plunger is provided on the north end of the Down platform, which is to be used to initiate the operation of the crossing, as follows:

- when instructed to do so by the Signaller, or
- when it is necessary to pass signal SR125 at Danger in accordance with the Rule Book Module S5, Part B Section 2 or
- if within a Rule Book Module T3 possession, when authorised to pass signal SR125 at Danger by the PICOP, or
- it is necessary to restart the operating sequence of the crossing in circumstances where it has "timed out" when a train is delayed in the platform.

Pressing the plunger will fully initiate the operation of the crossing. A white light indicator is provided adjacent to the plunger, which illuminates to indicate operation of the plunger, but has no other function.

#### Rule Book Module TW8, Section 4.2

Operation of any of the plungers at this crossing will fully initiate the operating sequence and, provided that the Drivers White Light is correctly displayed, it will not be necessary to treat the crossing as having failed.

#### Down trains on the Up line

The crossing will NOT work automatically for trains on the Up line in the wrong direction.

A STOP board worded "Operate plunger, wait for white light and whistle before proceeding" together with a plunger is located 54 yards before reaching the Red/White light unit. Operation of the plunger with a train standing at the board will initiate the crossing sequence.

#### General

The Drivers Red/White light units are duplicated on both sides of the line in both directions, the unit on the left hand side of the line applies to trains running on the correct line and the unit on the right hand side of the line applies to trains running on the wrong line during single line working. When no train is approaching the crossing, all 4 lights flash red. When a train is approaching the crossing, the light on the line and in the direction for which the train is approaching will, when the operating sequence is successfully completed, flash white (the light on the opposite line from the same direction will continue to flash red).

Emergency plungers (Rule Book Module TW8, Section 4.2) are provided in locked cabinets (BR1 key) near the Drivers Red/White light unit at all four corners of the crossing; if it is necessary to make use of these, the one appropriate to the line /direction of travel of the train must be used **(the others will be ineffective as the track circuit must be occupied)**.

Telephones, communicating with Seamer Signal box, are provided on the road traffic signals on the off side of the road in each direction.

**Dated: 02/12/06**

## **LN916 - HESSLE ROAD TO SALTEND**

### **HR 49 signal Sculcoates To Dock Security Gates**

#### **Working Of The Single Line**

The Single Line between Hessle Road HR.49 signal (Sculcoates) and the Hull Docks Security Gates is worked in accordance with the "Regulations for One Train Working on Single Lines where a Train Staff is Provided" as modified below.

The Divisible Train Staff is housed in a locked box affixed to HR. 49 signal. The box may be opened by a combination number which must be obtained by telephoning the Signaller at Hessele Road.

The Train Staff consists of 4 components namely :

- The Train Staff itself which is engraved " Hull Docks Branch between HR .49 Signal and Dock Gates - Train Staff."
- Three screw on segments each engraved "Hull Docks Branch I (2 and 3)." "With the Signaller's permission, Drivers may proceed on to the Single Line with one segment only provided the Train Staff is present."

Only one train is permitted on the Single Line between HR.49 signal and the Dock Security Gates at any one time, but the divisible Train Staff enables up to 4 trains to be beyond the Dock Gates when the following procedure is applied:-

1. It will be the responsibility of the EWS Person in Charge at Hull Docks to determine with the Signaller at Hessele Road whether the whole Train Staff is to be conveyed by a train or whether the Driver is to unscrew and take the lowest numbered segment from the Train Staff. This is to ensure that the Train Staff is at the correct end of the Single Line for the next train movement to be made.

#### **Trains from Signal HR. 49 to Hull Docks.**

2. Train arrives at HR. 49 signal / "Stop - Start of Train Staff Working Contact Signaller - Obtain Train Staff Before Proceeding" board where Driver contacts Signaller and requests permission to obtain the Train Staff or segment and proceed.
3. Provided the line is clear between Signal HR. 49 and the Dock Security Gates the Signaller may give permission for the Driver to obtain the Train Staff or the lowest numbered segment as agreed with the EWS Person in Charge.
4. When the Driver has obtained the train staff or unscrewed the lowest numbered segment present and returned the staff to the box he/she must inform the Signaller that this has been done.
5. When the Signaller has received an assurance that the Driver has obtained the train staff or lowest numbered segment the Signaller may clear HR.49 signal.
6. On arrival at the Dock Security Gates / "Stop - End of Train Staff Working Surrender Train Staff To Chargeman" board, the Train Staff or segment must be handed to the EWS Person in Charge who will, when there is more than one segment available, re assemble the segments of the Train Staff and place it in the receptacle provided.
7. The EWS Person in Charge must confirm to the Signaller at Hessele Road that train, Reporting No. "WXYZ" has arrived complete, is clear of the Train Staff Single Line and that the Train Staff or segment No. .... has been surrendered.

#### **Trains returning from the Dock Security Gates to HR 49 signal**

8. Train arrives at the board worded "Stop - Start of Train Staff Working. Obtain Train Staff From Chargeman and Permission Before Proceeding"
9. The EWS Person in Charge must agree with the Signaller in accordance with clause 1 that train, Reporting No. "WXYZ" is ready to depart and whether the Driver should be issued with the Train Staff or the lowest numbered segment. The Signaller must request the EWS. Person in Charge to convey any necessary instructions to the Driver. If a train is to proceed with a segment of the Train Staff, the EWS Person in Charge must hand the Train Staff to the Driver and instruct him to unscrew and take the lowest numbered segment before handing back the Train Staff.
10. The Signaller may give permission for the train to proceed provided the Train Staff Single Line is clear to track circuit 325 clear.

11. On arrival at the "Stop - End of Train Staff Working Replace Train Staff. Speak to Signaller." board at HR.49 signal the Driver must return the Train Staff or segment to the locked container and if in possession of segment 2, 3 and/or the train staff must:-
  - screw the segments of the Train Staff carried to the Train Staff segment(s) in the container.
  - Confirm to the Signaller at Hessle Road that train reporting Number "WXYZ" has arrived complete and that the Train Staff or segment No. (1,2 or 3) has been returned to the locked container.
12. The Signaller must advise the EWS Person in Charge when the Train Staff or segment No. ... has been returned to the box at HR. 49 signal and when the train has passed clear of the Train Staff Section.

### **Failure Of A Train On The Train Staff Single Line**

In the event of a train failure on the Train Staff Single Line an assisting train may be authorised to enter the section by the Signaller at Hessle Road but on no account must the Driver be issued with or authorised to obtain the Train Staff or a segment of the Train Staff. If the assisting train is to enter the Single Line from the Hull Docks end, the Signaller at Hessle Road must advise the EWS Person in Charge what instructions are to be given to the Driver.

### **Conveyance Of The Train Staff By Road**

If the planned order of train movements has to be changed the Train Staff may be conveyed by road provided:

- any train issued with a segment has arrived clear of the Train Staff Single Line and
- a complete understanding has been reached between the person who is to convey it, the Signaller and the EWS Person in Charge.
- Details of the agreement must be recorded on the Record of Modified OTS Working Form.
- the person conveying the Train Staff to HR. 49 signal must attach any segments that are already in the container to the Train Staff and advise the Signaller.

### **Recording On The Modified OTS Working Form**

The Signaller at Hessle Road and the EWS Person in Charge must record:-

- Train reporting number
- Time when Driver is authorised to obtain or is issued with the Train Staff or segment, including segment number
- Time train authorised to enter Train Staff Single Line
- Time the Train Staff or segment is returned to the box at HR. 49 signal or handed to the EWS Person in Charge
- Time when a train is reported clear of the Train Staff section.

### **Rule Book Module T2, Protection Procedure T2-T**

The Signaller may authorize the COSS/PC to take possession of the Train Staff without all the segments being present provided no train is occupying the Train Staff section.

If the Train Staff is at the EWS office, the COSS/PC must make arrangements for taking the T2-T with the Signaller at Hessle Road. When these arrangements are completed the Signaller may authorize the EWS Person in Charge to issue the Train Staff. In these circumstances the EWS Person in Charge must also enter the time and the name of the COSS/PC on the Modified OTS Working Form.

### **Rule Book Module T3 Section 16**

The Signaller may authorise the P.I.C.O.P. to take a possession of the Train Staff without all the segments being present provided no train is occupying the Train Staff section.

If the Train Staff is at the EWS office, the P.I.C.O.P. must make arrangements for taking the possession with the Signaller at Hessle Road. When these arrangements are completed the Signaller may authorise the EWS Person in Charge to issue the Train Staff. In these circumstances the EWS Person in Charge must also enter the time and the name of the P.I.C.O.P. on the Record of Modified OTS Working Form.

### **Working By Pilotman**

Working by Pilotman must be introduced if:-

- a) the train staff or a segment is lost and cannot be found after a thorough search
- b) it is necessary to work to and from a point of obstruction

**Dated: 02/12/06**

## LN916 - HESSLE ROAD TO SALTEND

King George Dock

### King George Dock Eastern Access Level Crossing.

The instructions in the Rule Book Module TW8, Section 4, headed "Automatic Barrier Crossings, Locally monitored (ABCL) and Automatic Open Crossings, Locally Monitored (AOCL) - 2, Instructions at crossings where trains are not required to stop" apply. No advance warning boards are provided and speed over the crossing must not exceed 3 m.p.h.

Dated: 02/12/06

## LN922 - WHITEHALL WEST JN TO HELLIFIELD SOUTH JN

Whitehall West Jn To KEIGHLEY

### Bridge Lockouts Between Whitehall West Jn And Shipley And Platform Lockouts At Shipley And Keighley Stations.

Lockouts are provided which prevent trains being signalled into the sections of line shown below for the protection of staff working on the line. These lockouts are intended only to provide a "Position of safety" as defined in Rule Book, Module G2, Section 3.2 where none would otherwise exist and the use of them does not remove the need to take the appropriate precautions for the safety of staff on or near the line as laid down in the Rules nor must they be used as a substitute for Personalised Rule Book Section Modules T2, T3, T4 and T12.

The lockouts are provided on the following underbridges and prevent trains being signalled on the Down line only, trains will continue to run on the Up line:-

<u>Bridge</u>	<u>Location</u>
28A	199m 9ch
32	200m 19ch
38	Apperley Viaduct
39	203m 15ch
40	203m 29ch

At each bridge, a lockout control box, together with a telephone, is provided at each end. The control boxes are wired together such that the lockout can be taken at one and given up at the other, or taken and given up from the same one. However, each bridge is a totally separate system.

At Shipley station, three systems are provided covering platforms 1 & 2, platforms 3 & 4, and platform 5. These systems prevent trains being signalled on both the lines shown but are totally separate from each other.

At Keighley Station separate systems are provided on the Down and on the Up lines; these are entirely independant and trains will continue to run on the opposite line.

Staff authorised to use the lockouts will be issued with a special key for the control boxes. The control boxes contain three lights, PATROL, FREE and TRAFFIC and two push buttons, PATROL and TRAFFIC. When trains are running normally, the TRAFFIC light only should be lit. Operation is as follows:-

To take the lockout, ring the Signaller, give name, grade and department, give your location (ie. bridge number and which end). When the Signaller is in a position to give the lockout (he cannot do so if a train is signalled or any rail vehicle is standing in the lockout section), he will press his button (the FREE light will light in the control box) and tell you to press the PATROL button. When the lockout has been successfully given, the TRAFFIC and FREE lights will go out and the PATROL light will light, you should confirm this to the Signaller before going into the section.

To give up the lockout, when all staff are clear of the section, ring the Signaller and give name, grade and department, give your location and confirm that all staff are clear. The Signaller will pull his button and the FREE light will light, you should then press the TRAFFIC button in the control box. The PATROL and FREE lights will go out and the TRAFFIC light will light, confirm to the Signaller that this has happened.

It is essential that the boxes are always locked with both locks to prevent interference. The lockout must always be given back promptly, if it is not, trains cannot be signalled normally and unnecessary delays will result.

**ALWAYS ENSURE THAT YOU KNOW EXACTLY WHICH LINES ARE BLOCKED**

**The Protection given in each of the 3 systems is different.**

Dated: 02/12/06

## LN922 - WHITEHALL WEST JN TO HELLIFIELD SOUTH JN

### Armley Jn To SKIPTON

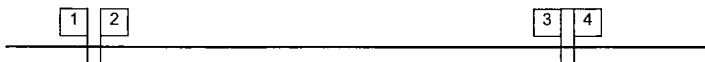
**Train Operated Warning System.** Provided continuously from 196m 34ch (Armley Jn) to 221m 13ch (East of Skipton station) in 36 separate sections numbered A1 - 36.

On a double line, each TOWS section covers both lines. The junction areas of branches are part of the main line TOWS section.

Some TOWS sections include places where trains can stand for a short while in stations or may reverse - remember that the Rule Book tells you to **move clear** if the warning continues to sound and no train comes.

Operation of the TOWS system is by means of a special key. Turning a key switch either way will change the state of the system in that TOWS section to the opposite one; if it is on it will go off and if it is off it will go on. The key switches do not have a specific on or off position.

Key switches are normally positioned back to back on a lineside post. These either control parts of the same TOWS section or parts of adjacent TOWS sections. When you turn on the TOWS, you can only turn it off again at either the same switch or the next switch along the line in the correct direction, i.e. if the switch you turned it on by was on the Leeds side of the post, you must use the next switch towards Leeds to turn it off, or vice versa.



If the system is turned on at 2 it can be turned off at 2 or 3 but not at 1 or 4.

These instructions are for your **SAFETY** and supplement those in the Rule Book, they do not replace or change them.

**Dated: 02/12/06**

## LN922 - WHITEHALL WEST JN TO HELLIFIELD SOUTH JN

### Armley Jn To Kirkstall Loops

#### Single Line Working over the Down Shipley Main line - Rule Book, Module P1

When Single Line Working is in operation over the Down Shipley Main line, it will not be necessary to appoint a Handsignaller for Up direction trains. Drivers of Up direction trains must be instructed by the Pilotman to obey signal L3890. Rule Book, Module P1,

Section 3.5a) and 6.2a) are modified accordingly.

Drivers of Up trains may be authorised to proceed without being accompanied by the Pilotman. Section 7.1 is modified accordingly.

The above arrangements are applicable in all weather conditions.

**Dated: 02/12/06**

## LN922 - WHITEHALL WEST JN TO HELLIFIELD SOUTH JN

### KEIGHLEY

**Keighley Down Sidings.** The connection between the two sidings is worked by a free ground frame (ie. no key or release is required to operate it). The points are not trailable. Engineers machines may only be stabled in the siding furthest from the main line and the points must then be left towards the other siding.

**Dated: 02/12/06**

## **LN922 - WHITEHALL WEST JN TO HELLIFIELD SOUTH JN KEIGHLEY**

**Keighley Station.** 99 metres (108.2 yards) at the Leeds end of the Up platform is below standard height. Whenever possible this part of the platform should not be used.

Steam locomotives in steam must not stand under the bridge at the North end of Keighley Station on either of the main lines. The Driver of the train which is to change to steam traction at Keighley must stop his train with due regard to this.

**Dated: 02/12/06**

## **LN922 - WHITEHALL WEST JN TO HELLIFIELD SOUTH JN KEIGHLEY**

### **Keighley And Worth Valley Railway**

The KWVR is connected to Network Rail lines by means of the siding nearest the main line and a derailer, worked from a ground frame, is provided at the boundary on this siding. The ground frame is released from York Signal box and also provided with a facility for the KWVR to fit a padlock to prevent through movements.

If the padlock is on (it will be whenever the KWVR passenger trains are using platform 3), it will be necessary to apply to the KWVR person in charge for it to be removed before a movement can be made.

If the lock is off, and a through movement has previously been arranged with the KWVR, the release may be requested, the ground frame operated to remove the derailer and the agreed movement made. As soon as the movement is complete the ground frame must be operated to put the derailer back on the rail and the release given back to York Signal box.

Drivers should be aware that the KWVR locomotives or vehicles may be in platform 3 and must proceed cautiously. Movements must not proceed beyond the platform unless specifically authorised by the KWVR person in charge.

Through passenger trains may only be run when specially authorised; publication of the timings in a Network Rail publication will be the authority.

**Dated: 02/12/06**

## **LN922 - WHITEHALL WEST JN TO HELLIFIELD SOUTH JN SKIPTON**

**Detaching of Cripples.** A Down train which activates the Hot Axle Box Detector will be stopped at L.4031 signal for initial examination. If it has to detach cripples, it will be routed via the Down Shipley Fast line and detached vehicles must be placed in the Shunt Spur of the Up Sidings. If there are too many vehicles in front of the cripple, and it is necessary to place vehicles on the Up Shipley Main, such vehicles must be secured by the application of a sufficient number of handbrakes. It may be necessary, after vehicles have been placed in the Shunt Spur, to obtain the Signaller's permission to pass 4553 signal in accordance with Personalised Rule Book Module S5.

An Up train which activates the HABD will be stopped for initial examination at L4046 signal. If there are cripples to detach, these must be placed in the Up Sidings.

Rylstone Branch: Any train or locomotive which passes onto the branch must pass completely beyond L4039 signal before returning. Locomotives (only), coupled together if more than one, may be stabled in the platform at Skipton beyond L4039 signal. All locomotives which pass onto the branch at Skipton together must also return together and locomotives must not be left at Rylstone for a later train.

**Dated: 02/12/06**

## LN922 - WHITEHALL WEST JN TO HELLIFIELD SOUTH JN SKIPTON

### Platform Lockouts

Lockouts are provided which prevent trains being signalled into or out of the platforms shown:-

Platform 1	}	
Platform 2	}	Entirely <u>separate</u> systems are
Platform 3	}	provided for each platform.
Platform 4	}	

The protected area does not extend beyond the ends of platforms.

The lockouts must be used to protect staff who are to carry out work such as:-

- watering coaching stock at track level,
- fitters working on trains,
- clearing litter from the track,
- white lining platform edges.

If a lockout has been used, it will not be necessary to appoint a COSS. Where work is to take place on train, or a train is standing in a platform whilst work is in progress, a NOT TO BE MOVED board must be securely fitted to the Drivers cab in such a position that is clearly visible to the Driver of the train as well as being visible along the platform.

Where work is to take place which will involve staff going onto the line in platform 2 or platform 3, **both** platform 2 and platform 3 lockouts must be taken.

The operation of the lockout is as follows:-

The person taking the lockout must telephone the Signaller, identify himself by name and employing organisation, say what is to be done and ask for the lockout to be given.

When the Signaller is able to give the lockout, the light on the instrument will light; the button must then be pressed and the key turned and withdrawn. The Signaller must be advised when the key has been withdrawn.

The key must be retained by the person removing it and not left in the instrument cupboard, as long as it is out of the instrument the platforms are protected from train movements by the signalling system.

The same person must normally remain in charge of the key throughout the time it is out of the instrument; if this is not possible, he must, before transferring the key, telephone the Signaller, identify himself by name and employing organisation and tell the Signaller to whom the key is to be transferred; that person must then identify himself by name and employing organisation.

When the work is complete, the person who has charge of the key must telephone the Signaller, identify himself by name and employing organisation, and give the Signaller an assurance that all staff and equipment are clear of the line. When instructed to do so, he must return the key to the instrument and turn it to the lock position.

The platforms are no longer protected.

**ALWAYS ENSURE THAT YOU KNOW EXACTLY WHAT IS PROTECTED**

Dated: 02/12/06

## LN922 - WHITEHALL WEST JN TO HELLIFIELD SOUTH JN SKIPTON

### Train Despatch

All train despatch from Skipton is the responsibility of the Conductor who will press the "Ready to Start" button 2 minutes prior to departure time.

Dated: 02/12/06

## **LN922 - WHITEHALL WEST JN TO HELLIFIELD SOUTH JN SKIPTON**

### **Up Shunt Spur**

Due to its short length, only a single locomotive or on-track machine is permitted to occupy the Shunt Spur.

The Driver of a single locomotive or on-track machine that has entered the Shunt Spur, must advise the Signaller at York IECC Leeds North West Workstation when the complete single locomotive or on-track machine is positioned in rear of the Shunt Spur exit signal 4553.

**Dated: 02/12/06**

## **LN922 - WHITEHALL WEST JN TO HELLIFIELD SOUTH JN SKIPTON**

### **Up Sidings - Carriage Washing Machine**

Trains to be washed must be brought to a stand at the stop board situated on the Skipton Station side of the washer.

Drivers of trains to be washed must "key-in" the unit number using the key pad provided. This is situated outside the Driver's Cab and can be operated by reaching out of that window.

A series of visual instructions have been shown in association with this operating unit. These instructions are as follows:-

- a) WASHER AVAILABLE - PLEASE INPUT UNIT NUMBER
- b) PLEASE WAIT
- c) WASHER READY - TRAIN PROCEED
- d) WATER WASH ONLY - TRAIN PROCEED
- e) WASHER NOT AVAILABLE - PLANT FAILURE - TRAIN PROCEED
- f) WASHER NOT AVAILABLE - FROST DRAIN ACTIVATED - TRAIN PROCEED
- g) WASHER NOT AVAILABLE - EMERGENCY STOP ACTIVATED - TRAIN PROCEED

Trains when washing must proceed at 1 m.p.h.

Trains entering the sidings not requiring washing and all trains leaving the sidings may proceed normally through the washer.

**Dated: 02/12/06**

## **LN924 - APPERLEY JN. TO ILKLEY Greenbottom Tunnel To MENSTON**

### **Greenbottom Tunnel, Guiseley And Bridge 22, Otley Road, Menston**

Entry into the above bridge and tunnel on foot is forbidden unless protection is provided in accordance with Rule Book, Module T2 or the line is under a T3 possession, or unless it is absolutely necessary in accordance with the Rules and Regulations.

**Dated: 02/12/06**

## **LN924 - APPERLEY JN. TO ILKLEY BURLEY IN WHARFEDALE To ILKLEY**

No vehicle with a wheel diameter of less than 14 inches (350mm), vehicle on a wheelskate or road/rail vehicle may be placed on or run over the Down line between Burley in Wharfedale and Ilkley without the Signaller's express authority. This instruction must also be applied when the line is under engineers possession.

**Dated: 02/12/06**

LN924 - APPERLEY JN. TO ILKLEY

Entire Line Of Route

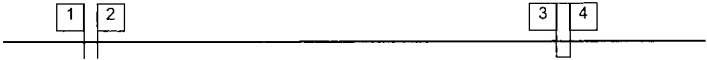
**Train Operated Warning System.** Provided continuously from Apperley Jn to the east end of Ilkley station platforms, sections C1 - C16.

On a double line, each TOWS section covers both lines. The junction areas of branches are part of the main line TOWS section.

Some TOWS sections include places where trains can stand for a short while in stations or may reverse - remember that the Rule Book tells you to move clear if the warning continues to sound and no train comes.

Operation of the TOWS system is by means of a special key. Turning a key switch either way will change the state of the system in that TOWS section to the opposite one; if it is on it will go off and if it is off it will go on. The key switches do not have a specific on or off position.

Key switches are normally positioned back to back on a lineside post. These either control parts of the same TOWS section or parts of adjacent TOWS sections. When you turn on the TOWS, you can only turn it off again at either the same switch or the next switch along the line in the correct direction, i.e. if the switch you turned it on by was on the Leeds side of the post, you must use the next switch towards Leeds to turn it off, or vice versa.



If the system is turned on at 2 it can be turned off at 2 or 3 but not at 1 or 4.

These instructions are for your **SAFETY** and supplement those in the Rule Book, they do not replace or change them.

Dated: 02/12/06

LN926 - DOCKFIELD JN. TO ESHOLT JN.

Entire Line Of Route

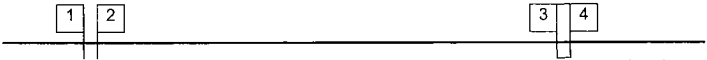
**Train Operated Warning System.** Provided continuously, sections D1 (Guiseley end) to D7 (Shipley end).

On a double line, each TOWS section covers both lines. The junction areas of branches are part of the main line TOWS section.

Some TOWS sections include places where trains can stand for a short while in stations or may reverse - remember that the Rule Book tells you to move clear if the warning continues to sound and no train comes.

Operation of the TOWS system is by means of a special key. Turning a key switch either way will change the state of the system in that TOWS section to the opposite one; if it is on it will go off and if it is off it will go on. The key switches do not have a specific on or off position.

Key switches are normally positioned back to back on a lineside post. These either control parts of the same TOWS section or parts of adjacent TOWS sections. When you turn on the TOWS, you can only turn it off again at either the same switch or the next switch along the line in the correct direction, i.e. if the switch you turned it on by was on the Leeds side of the post, you must use the next switch towards Leeds to turn it off, or vice versa.



If the system is turned on at 2 it can be turned off at 2 or 3 but not at 1 or 4.

These instructions are for your **SAFETY** and supplement those in the Rule Book, they do not replace or change them.

Dated: 02/12/06

## LN928 - SHIPLEY EAST JN. TO BRADFORD FORSTER SQUARE SHIPLEY

### Signal Passed at Danger (SPaD) Indicators

Drivers **MUST STOP** if they see a SPaD indicator illuminated irrespective of whether or not the indication applies to the line on which they are travelling (Unless they have been given authority to pass it by the Signaller.)

SPaD indicators are provided beyond the following signals:-

Signal Number	Location
L.3971	ShipleY platform 2 Down ShipleY Main
L.3966	ShipleY platform 3 Up Forster Square Main

Dated: 02/12/06

## LN928 - SHIPLEY EAST JN. TO BRADFORD FORSTER SQUARE SHIPLEY

### Trains composed of Mark IV stock.

Trains composed of Mark IV stock may only run via platforms 3 and 4 and may only stop for passenger purposes at platform 3.

Provided signal L3966 has cleared to permit this, a Mark IV train from Bradford must draw right down to the platform end so that all coaches are platformed.

### Platform 4 Down Forster Square Main Line

The AWS magnet provided immediately on the ShipleY South Jn side of Platform 4 Down Forster Square Main Line starting colour light signal L3969 will only give a warning indication if a train passes the signal at Danger. No AWS indication will be received when the signal is cleared. If a warning indication is received the Driver must stop immediately, unless authority has been given for the signal to be passed at Danger.

Dated: 02/12/06

## LN928 - SHIPLEY EAST JN. TO BRADFORD FORSTER SQUARE BRADFORD FORSTER SQUARE

Train ready to start plungers are provided on each platform. The person in charge of the train must operate the plunger not before two minutes before booked departure time, to indicate to the Signaller that the train is ready to depart.

### Platform 1 Line

The AWS magnet on this line and immediately on the ShipleY side of L.3996 signal will only give a warning indication if a train proceeds towards or passes L.3996 signal at danger.

No AWS indication will be received when a proceed aspect is exhibited. If a warning is received the Driver must stop immediately unless authority has been given for the signal to be passed at Danger.

Dated: 02/12/06

## LN928 - SHIPLEY EAST JN. TO BRADFORD FORSTER SQUARE

### Shipley South Jn. To BRADFORD FORSTER SQUARE

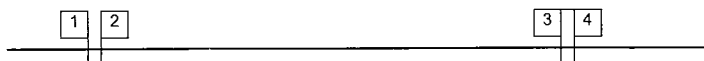
Train Operated Warning System. Provided between Shipley South Jn and 206m 53ch (North of Frizinghall), sections B1 & B2 and between 207m 19ch (South of Frizinghall) and the north end of Bradford Forster Square station platforms, sections B3 - B5. There is NO TOWS in any of the branch platforms at Shipley nor through Frizinghall Station.

On a double line, each TOWS section covers both lines. The junction areas of branches are part of the main line TOWS section.

Some TOWS sections include places where trains can stand for a short while in stations or may reverse - remember that the Rule Book tells you to **move clear** if the warning continues to sound and no train comes.

Operation of the TOWS system is by means of a special key. Turning a key switch either way will change the state of the system in that TOWS section to the opposite one; if it is on it will go off and if it is off it will go on. The key switches do not have a specific on or off position.

Key switches are normally positioned back to back on a lineside post. These either control parts of the same TOWS section or parts of adjacent TOWS sections. When you turn on the TOWS, you can only turn it off again at either the same switch or the next switch along the line in the correct direction, i.e. if the switch you turned it on by was on the Leeds side of the post, you must use the next switch towards Leeds to turn it off, or vice versa.



If the system is turned on at 2 it can be turned off at 2 or 3 but not at 1 or 4.

These instructions are for your **SAFETY** and supplement those in the Rule Book, they do not replace or change them.

Dated: 02/12/06

## LN932 - SHIPLEY SOUTH JN. TO SHIPLEY WEST JN.

### SHIPLEY

#### Platform 5

In the event of a track circuit failure, this line will normally be worked in the Down direction only and Working by Pilotman will not be introduced. If it is necessary to work the line in both directions during a track circuit failure, Working by Pilotman will be introduced.

Dated: 02/12/06

## LN932 - SHIPLEY SOUTH JN. TO SHIPLEY WEST JN.

### SHIPLEY

#### Platform 5 Up Direction Forster Square Single Line

The AWS magnet provided immediately on the Shipley South side of Platform 5 Up Direction Forster Square Single Line starting colour light signal L3965 will only give a warning indication if a train passes the signal at Danger. No AWS indication will be received when the signal is cleared. If a warning indication is received the driver must stop immediately, unless authority has been given for the signal to be passed at danger.

Dated: 02/12/06